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THE

RAILWAY CONDUCTOR.

VOLUME IX.

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CEDAR RAPIDS, IOWA.



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VOL. IX.

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NO. 1.



THE MAN WHO STAYED BEHIND.

AN ARIZONA STORY.

"Good-bye, Len."

"Take care of yourself, old fellow."

"Let's hear from you when you get home."

"Don't forget us."

"No danger of that, boys, and if you ever get to old Richmond, remember I live there, and my mother will be as glad to see you as I shall." The speaker is a young man, hardly thirty, and as he sits in the buckboard, taking leave of the little crowd of men who have assembled to bid him good-bye, his handsome face and well-knit form are such as to attract attention at once. After an absence of years, Len Hawley is going home. To him, as well as to the men who surround him, the parting means a great deal, even though they strive—with that intensely American dislike of exhibiting any emotion—to conceal their adieux under an air of every-day unconcern. After one has seen the days lengthen into weeks, the weeks into months, and the months into years with one set of comrades, when it comes to parting, the days long past bring up their memories to pass in review, and while no one speaks of them, all are conscious that they are present.

"Oh, you'll be back again, Len; you can't stay away," says one of the men to whom he has been speaking, more to break the silence that is becoming uncomfortable than for any other reason.

The young man merely shakes his head. He, as well as all the rest, knows that after years spent together this parting will, for the most of

them, be forever. Out of the little frontier mining town many another comrade has gone just as he is going—never to return. Many another, who, day after day, had dreamed of going as he now is going, lay resting under the sod in the mountains around, whose crests are just beginning to be gilded with the rays of the early summer sun.

"Well, everything is on board, José, and you can drive around and pick up Mr. Dunsmier and his wife, and then turn yourself loose." It is the stage-agent giving his last commands to the driver.

As the team of four half-broken broncos swings into the street, the man's face smarts and burns at the words he has just heard, and in the embarrassment they cause him he almost forgets to respond to the farewells shouted after him. He feels almost like jumping from the buckboard and rejoining the comrades he had left. He has hardly recovered his self-possession as José stops his team at a house in front of which are already waiting a man of his own age and a woman some years younger. The man, with much domineering, at last has the trunk, of which he seems so solicitous, placed to his satisfaction in the buckboard, and, with the lady, takes the rear two seats. With a crack of the whip, José turns his team into the road, and the weekly mail between Prescott, A. T., and San Diego, Cal., has begun its six hundred miles of travel over mountains

and across deserts to meet the steamers of the Pacific.

Whether or not the mass of letters and papers piled in the bottom of the vehicle will all reach there, or whether any of it will, is a question. While it is the boast of the contractors that they run strictly on schedule time, they give no guaranty assuring the safe delivery of anything, even of the passengers they carry. All they pretend to do is to run the gauntlet. If they get through, they will "bring the mail in on time"; and after waiting without avail an hour for its arrival when it is due, it is useless to expect it. Another week will elapse, and then a new driver, driving a new team, will come in and explain just where and when the Indians "jumped and took in" the missing mail, and, in confirmation of what he says, as likely as not, he will turn over to the postmaster a mass of rifled letters, so stained and black with blood that the reader will have to puzzle long over them before he can decipher their contents. It is a standing rule, though, one that all drivers are urged to observe strictly, that, if absolutely necessary to lighten the load in order to escape from an Indian attack, the mail-bags containing papers are to be sacrificed first, and those containing letters are to be thrown off only in extreme emergencies. Such is human nature, that constant association with danger brings at last a callousness, and while all of the passengers who have taken seats on this particular morning may have thought of the dangers in a general way, not one has conceived it possible that his or her fate may be the same as has met those whose graves they so often encounter close by the roadside. Each of the men has prepared for a possible attack by arming himself. Two at least of the passengers—Len Hawley and Mrs. Dunsmier—are thinking how unfortunate the coincidence that has thrown them together to make this long trip in company. As for Mr. Dunsmier, he merely thinks how unfortunate he is, to be forced to make it at all. In the past, when Mrs. Dunsmier was simply Mamie Manning, the admitted belle of the little frontier settlement, she and Len Hawley had been lovers. That was before the man who now sat beside her had come into her life, and, as she and the man she had discarded sat together for the first time in months, neither could refrain from thinking of the past—of the quarrel, so trivial in its beginning, that had caused them to drift so wide apart that reconciliation was impossible.

As for Len Hawley, when he had heard of her engagement to another, he had determined to forget her, by gathering together the little property he had and beginning life anew elsewhere. It

was hardly a year since the engagement that bound them together had been broken, and already, he thought bitterly, she had fallen into the arms of another.

Some said that when Mr. Dunsmier, the rich mine-owner, had first exhibited an interest in her she had sought the opportunity to discard Hawley. Much as the latter may have felt his loss, outwardly he appeared indifferent. He could not believe that she had simply cast him aside for money, and when the plainer-spoken portion of the community, in referring to the marriage, intimated that, after all, it had been merely a matter of bargain and sale, he would have told them they lied, had it not been for showing how deeply the wound still rankled. Of this woman he could never think aught but good. Strive as he would, he felt that he never could cease to love her. He would not blame her for what she had done. Who could tell what her motives had been? Might she not have loved Dunsmier, as she had in the past loved him—perhaps even more so? He only wished that she should be happy. As for Dunsmier himself, he had never liked him. In fact, there was very few who did. Selfish, overbearing, and unscrupulous, Dunsmier loved money as he loved nothing else on earth. To him it was a god, to be deified and worshipped above all else. It was his boast that with money anything could be obtained, and when he had first begun to visit Mamie Manning, during her engagement to Hawley, his arrogant display of wealth, as well as his ill-concealed contempt of those of less means, had incensed Hawley so much that the quarrel that broke the engagement ensued, and Mamie had been pleased to charge it to his jealousy. After that it was easy for her to defend Dunsmier; and then the drifting apart had commenced, until she stood at the altar as Dunsmier's bride.

From that day, Hawley had determined to leave the country. He had gone for the last time to look at the house which, during their engagement, Mamie and he had planned and of which they had superintended the building. As he went from room to room, he thought of the many times they had gone through them together, planning for the future and dreaming dreams that were never to be realized. For the last time he had locked the door, and, taking the key from it, had cast it from him. Somehow he could not bear the thought of giving it into the possession of another. That had been months ago, and the house still stood vacant. As the buckboard passed it in the early morning, he unconsciously noted how the six months had changed it, and he wondered if the woman behind him noticed it.

It was to have been their home. For nearly two years it had been the one theme of all others that pervaded their talk, and now — He would not think of it, though. After all, it might be for the best. He would leave it behind him as she was leaving it, and in his old home in the East he would strive to forget it. In the company of the dear old mother, whom he had not seen for years, the memory of the woman who had entered his life only to mar it would in time pass away. How, though, would he explain to his mother that this woman, of whom he had written so lovingly, who herself had called her "mother" in her many letters during their engagement, was now the wife of another—that, after all, she whom he had thought so true proved false? He could hardly bear to think of it. Somehow her presence this morning—her blue eyes and brown hair, which he had so often kissed and caressed—had opened afresh wounds that he had thought healed, and, try as he would, he was unable to put from him the thought of the love that had once been theirs. He strove to think of home. Would there be many changes to be seen? How glad his mother would be to see him. Thank God! after all the years of absence, he was going back with enough to make her last days ones of ease and plenty. He would never leave her. She was the one of all the world who would understand what had befallen him, and who would know to sympathize with him in his sorrow. How good and true had this old mother been to him—so different from the woman who had given him up for the money of the man whose name she bore. Through all his thoughts, though, ran the memory of their courtship. He could smell above the sweet scent of the pine, so heavy on the mountain air, the same faint perfume that had always been her favorite, and which he had grown to love and regard as almost a part of her existence. He wondered how, after all that had passed, it could still find favor with her. To him it brought only pain. In vain he strove to forget it all by listening to the objurgations hurled by José at his horses whenever that individual thought he detected any disposition to shirk on the part of any of them.

"*Mulus y vacas!*" (mules and cows), would José exclaim, in his most withering sarcasm at what he conceived to be derelictions of his team; "will you not return anything for the care and love I have lavished on you?"

Whatever the delinquences José proclaims against may be, they are more imaginary than real. The mountains have been left behind, and the road is now in the valleys where the Spanish bayonet, the flat green leaves of the prickly pear,

and the sage-brush have taken the place of the pines and the oaks of the higher altitudes. The travelers have only stopped twice—to change horses and to eat the noonday lunch. The sun has passed the meridian and is beginning to sink toward the west. The occasional cracking of José's whip and the muffled fall of the horses' feet in the heavy dust as they trot along are the only sounds which break the stillness of the desert. Far up in the deep blue of the heavens above a vulture floats lazily, without an apparent effort. It seems so graceful, as it circles, that one can not refrain from watching it, although the up-turned eyes ache and burn with the glare of the summer sun. Heat and thirst and silence. Everything is parched and brown, and the yellow earth, where it is not covered by sand and dust, is baked and cracked in every direction, thirstily waiting for the winter rains that are yet months away. Even the rocks, rough and jagged pieces of lava, are black as if burned with the all-pervading heat.

The three passengers sit in silence, longing for the next station, Camp Date Creek, more than ten miles away. It will, at least, be a relief to reach it, if only to refill the canteens that have become so warm that the water they contain has ceased to be refreshing.

Suddenly José rises in his seat and looks long and earnestly off to the left, where half-a-dozen clouds of dust are rising in the air. They are so slight that he can hardly tell whether they are only the whirlwinds peculiar to the desert or men on horseback. As he looks, though, in each of the little clouds of dust occasional glimpses disclose a group of horsemen, riding at full speed. He looks again—all are looking in the same direction—and he drops to his seat and says, simply, "*Indios,*" all know that he is confirming their worst fears.

He stops the horses, and handing the lines to Hawley, jumps from the wagon. Drawing his knife, he steps to the rear of the wagon, where the heavy trunk, placed there in the morning by Dunsmier, is lashed. As he starts to cut the ropes that tie it to the buckboard, Dunsmier, divines his intention and turns on him fiercely.

"No, no, you mustn't throw that off! There's bullion in it," he says, and leaning over, he catches José's hand to prevent cutting the ropes that held it.

"*Los Indios son Apaches!*" (the Indians are Apaches!) says José, his face growing paler as he notes how rapidly they are approaching while the buckboard delays.

"I can't help it; but you mustn't lose my trunk," says Dunsmier. "Can't you make him

understand?—I can't speak Spanish," he asks in a pleading voice, turning to Hawley. It is the first time they have spoken since before the marriage, and, eyeing him contemptuously, Hawley interprets into Spanish what he has said; and José, thinking that he, too, is asking for the preservation of the trunk, leaves it, and jumping into the wagon, takes the reins once more into his hands and begins to ply the whip.

Hawley looks to see that his rifle is in order, and as he does so, he glances at the pale faces of the husband and wife behind him. As for himself, he is indifferent. Dunsmier has begun to throw into the road, the mail-bags. His wife looks at him as if to urge him to cut loose the trunk, but remains silent, as if afraid to ask it.

"He would sacrifice even her to save his gold," Hawley thinks, bitterly.

How the horses jump under the lash! They, too, have scented the danger and seem to know that the race is one of life and death. The smooth, straight road stretches far ahead toward where it begins to climb the narrow pass through which it crosses the mountains. It is at that point that the Indians are trying to intercept them. How they ride! The cruel rawhide squirts, with which they are cutting their horses, seem to be always in the air, while the long, black hair of each streams out far behind. They are slowly gaining. Hawley raises his rifle and fires at an Indian in the leading group. A puff of dust marks where the bullet strikes the ground to the left. No use to waste cartridges firing from the buckboard. One can only wait until all hope of escape by flight is gone, and then fight until death comes. In flight is their only hope.

José has dropped from the seat to his knees, and leans far over the dashboard that he may reach the farther with his whip. How it whistles through the air as it falls on the flanks of the leaders and wheelers, leaving, wherever it falls, great welts that show plainly through the dust and sweat that covers the horses. He strives to make the lash fall where the skin is the tenderest. It cuts the thin, delicate nostrils of the wheelers, and raises on the bellies of the leaders ridges that are almost as large as largest veins, while he shouts at them with fierce Spanish curses. No wonder the horses grow wild with pain and fear and dash madly on. Fast as they go, though, they can hardly hold their own with the pursuers. It is only a question of time before they are overtaken, unless something intervenes to save them. A broken trace, a cracked spring—and then a few shots, a rush by the Indians, and all would be over; the next passer-by would find their mutilated bones lying in the road, amid the

rifled trunks and mail-bags. No one speaks. They are almost at the point where the narrow road begins to climb the mountain-pass. Behind them, less than a mile away, come the Apaches, their horses flecked with foam. Once the buckboard begins to ascend the mountain, it will be madness to drive as they have driven on the plains. To do so might throw them into the canon hundreds of feet below, or break their vehicle against one of the many boulders that line the roadside. Already José is getting his horses in hand, as if to check their speed. Here the Indians have the advantage, and their sure-footed mustangs, unhampered by harness or wagon, will soon overtake the buckboard. There is a chance, though, and facing Dunsmier and his wife, Hawley, whose face is white and stern, says:

"Dunsmier, from the top of the mountain it is hardly three miles into the next station, Camp Date Creek, and you and I, by getting out here, can stand off the Apaches until the wagon gets away. If we only hold them back for ten minutes it will be enough, for by that time the wagon can reach the top of the mountain and there will be no chance for the Indians to overtake it."

As he faces Dunsmier, for the first time in months he again looks into the eyes of the woman he has loved. How blue they appear in the white, pale face. They look pleadingly into his, and his heart is filled with pity for this woman who sits there in silence with death so near. Her eyes never leave his face, as if longing for him to speak, if only to pardon the past. All the old love comes back to him, and he feels as if he would give his life to take her again in his arms. As he thinks it can never be, he puts the thought from him and in its stead comes the pain that she has brought to him.

"Can't we escape without?" asks Dunsmier, his lips ashen with fear.

"No," answers Hawley, with bitter contempt, and a new hatred, born of the man's cowardice, in his heart; "it is the only chance for your wife, and we had better do it right ahead, where the climbing begins and where we can get in among the boulders."

"Couldn't one do it? I would be willing to pay anything if——" began Dunsmier, to quit abruptly, as he caught the stern look in Hawley's eyes.

"You coward! Are you going to come with me or not?" asks Hawley, as he rises in his seat, rifle in hand.

The horses, under the close rein that José is drawing, have slightly slackened their speed, for they are already in the pass.

"Yes, yes, of course, I will go with you," comes from the white lips of Dunsmier, as he sees Haw-

ley preparing to spring into the road. Hawley reaches within his breast, and taking from it a purse, hands it to the woman.

"Mamie, this is all I have," he says, simply, "see that mother gets it. You know her address."

Mrs. Dunsmier reaches out her hand as if to prevent him from leaving the buckboard. There are tears in her eyes as they meet his, and her voice trembles and she implores him not to throw his life away for her sake. Almost before she can frame the words he leaps from the wagon into the road. In an instant he gathers himself together and looks toward the buckboard. Dunsmier is still seated in it, holding his wife as if to prevent her jumping from it. A wave of exaltation seems to pass over Hawley, as he sees this man, who was to have stood by him in facing the Apaches while his wife escaped, thus leave him to his fate. For an instant the buckboard almost stops, as if in response to some command from the woman; while Dunsmier, who seems beside himself with fear, has taken from the driver's hand the whip and is striving to lash the horses into greater speed. Hawley smiles to himself bitterly. He can yet overtake the buckboard, or easier still, he can hide among the bowlders and brush that line the canon from the Apaches, and after they have passed, easily make his escape. No; better to let all end here than to let her know he played the cur. She would escape and would know that it was to him she owed her life. He took off his hat and threw it into the air as a signal for José to drive on. He does not even look where it falls. He will never need it again, he thinks, as he crouches behind a bowlder.

He raises his rifle and fires at the foremost of the Indians who are galloping into the canon. In an instant they slip from their horses, and after firing a few shots at him, begin to climb the mountain-side. This is what he expected. They will climb the mountain-side and probably shoot him in back from above, but, before they could do so and remount their horses, the buckboard and its passengers will be beyond pursuit. He had feared that they would rush in on him, and after a few shots all would have been over with him, and his life would have been thrown away in vain. It was for this that he wanted Dunsmier to come with him. Two might do what one could not.

Enraged at the escape of the buckboard through the delay he has caused them, the Indians fire volley after volley at him until the canon echoes so with reports that he cannot tell from which direction the shots are coming. He looks up toward the summit to see if any of his enemies are above him, and as he does so he catches a glimpse of the buckboard, with a woman's white face

looking backward. An instant and it is gone. Thank God! He knows that they are on the mesa now and she is safe.

So they are. A straight, level road is before them, and at its end they can see, against the dark side of the mountains beyond, a cluster of adobe buildings, with a flag floating high in the air over the parade ground. The horses are again running as if mad, with the stings of the whip that seems to be forever falling. The shots in the canon die away in the distance. A mile is passed and then another. Already the wild race has been noticed at the post, and while they are still a couple of hundred yards away, the ringing notes of the bugle are sounding above the hard breathing of the horses and the rattle of the buckboard; for to the old soldier in command such driving means that there is succor needed.

As the buckboard passes the sentinel, a few words explain all; and while the foam covered team still stand trembling from their wild race, a troop of cavalry dashes by at a gallop to the rescue of the man who is facing such odds in the canon.

The woman who has come in with the buckboard watches the blue-coated men with staring eyes. How slowly they seem to go, though she knows that the troop has never ridden—even in its wildest charge—as it is riding to-day.

The husband approaches her and places his hand upon her arm, as if to lead her into one of the houses, out of the sun. She shakes his hand off without looking at him. The few women in the post gather around and urge her to compose herself, but she does not seem to heed them. She can only stand and watch the cloud of dust which marks the progress of the cavalry. They have crossed the mesa, and as they disappear from the horizon beyond, all know that if the Indians are still there the canon will soon be filled with the smoke and fire of the cavalry carbines.

An ambulance, in which is seated a hospital steward, approaches where she is standing, to receive orders from the commander of the post. When she hears that it, with its escort, is to follow the troop of cavalry, to bring back the dead and wounded, despite all that can be done she takes a seat in it, and when it returns, she is clasping to her breast the form of the man who stayed behind in the canon.

As the ambulance stops, a little crowd gathers around it and looks into it curiously.

The sergeant of the escort, as he salutes the colonel, says: "Captain Dillon and the troop have gone in pursuit of the Indians."

"And the man who stood them off while the

buckboard got away—how is he?" asks the colonel, nodding toward the ambulance.

"He was all shot to pieces and dead before we got there," is the sergeant's reply.—*Buckley O'Neill in the Argonaut, Prescott, A. T., June, 1881.*

"Is the Farmer In It?"

Manifestly there are not a few railroad employes who honestly believe that while there is justly a spirit of unrest amongst the wage earners of the nation, that the farmer is so favorably situated as not to feel a single wave of discontent roll across his peaceful breast.

And an equal number who think that the interests of the wage earners and the farmer are diametrically opposed. This view, honest enough though it may be, is the product of a very superficial knowledge of the facts.

I am persuaded from a careful examination of existing conditions, that the need of every railway employé is the need of every farmer.

Railway men have found the need of organization to secure right and justice for themselves and posterity. To elevate the moral, social, mental and financial standard of their fellows, and to suppress local prejudice and selfish ambition. So also the farmer has organized from the same motives and to accomplish the same objects.

Unquestionably great good has been done by all forms of labor organizations in the interests of the producing and consuming classes. Yet organization of labor is met by counter organization of capital until the need of yet other means of relief is being felt.

Now comes a federated movement, but why of railroad employes only?

Is not the real struggle one of capital and labor? If so let all those who feel the oppression of that greatest of business firms: "Grip, Grind, Gouge & Co., join together to meet the common enemy.

What are the farmer's grievances and what the railway employes? Let us see. The farmer cries out against the unjust burdens of taxation

Statistics show that while he owns at present but 33½ per cent. of the whole wealth of the country, yet he pays 70 per cent. of the state, county and township taxes.

The nation adds to its wealth 50 per cent. every ten years. The farmer realizes that he and his fellows instead of being able to add to their wealth in that ratio, are actually worth less than ten years ago. Hence somebody is evidently getting more than their share. Corn is worth 76 cents in New York and 35 cents here. When the farmer is charged more for hauling his grain to market than he gets for raising it, something is evidently wrong in regard to transportation.

Reciprocity was, the politician said, going to open foreign markets and enhance the price of breadstuffs, pork and beef. Well, we've got it. Yet prices continue downward. The farmer here gets \$3.25 for hogs and \$3.00 for good beef cattle. That makes pork on the block cost four and one-sixteenth cents per pound and beef six cents. Is it the farmer or Armour & Co. who makes the cost of these products dear to the consumer?

The farmers on the average are not making money and cannot.

Their investment in land is constantly depreciating in value while the investments of the plutocrats, such as government bonds, railroad bonds, manufacturing stocks, &c., are constantly appreciating in value. Farmers are told overproduction is the cause of low prices. This sort of logic would make a full crop the worst curse God could send upon them.

Evidently all who labor are getting more and more into the grasping power of capital. Farmers are ready to join hands with all who labor to secure relief. Does the laborer want shorter hours, the farmer wants that he shall have it so. Knowing that that means more laborers to feed. Does the laborer want rents cut down, vacant lots made purchaseable at reasonable rates, then he will find sympathetic help to bring about a graduated tax such as will force these lots upon the market at reasonable rates.

Then again, the control of the money of a nation means that the same power shall control labor and the price of the products of labor.

Why not farmers and laborers join to arrest this control from the class that enslaves them? Who advises against laborers and farmers co-operating? The same fellows who oppose labor organization and federation.

A great scare is got up over the 2 per cent. loan asked for by farmers. Not to be made to them as a class, but to whoever can give ample security. In what way will this injure the wage earner? Is it not better than the present loan system? A system that not only compels the borrower to pay at least 8 per cent. but upon which Uncle Sam must pay an additional 4 per cent. And this the U. S. must collect from the whole people. (And no man so poor but that he must help pay it). Now, under the 2 per cent. loan measure Uncle Sam not only would be relieved from paying one-third of the interest, but would get the 2 per cent. paid and thus be enabled to tax the whole people less.

Indeed the laws needed for relief are such as will help all who labor.

The most important work to be done is to remove every vestige of monopoly. And the first

one to remove is the monopoly of law making. bringing the legislative power more directly under the control of the people as in that grand little republic Switzerland. When every measure shall upon the demand of, say 50,000 voters, be submitted to the voters to ratify; and when the same number may propose a law in the nation, then unjust and class legislation is at an end. Then can immigration be restricted; without which the eight hour system of labor would be a failure, and we would have indeed and in truth, "a government of the people, by the people, and for the people." N. R. PIPER.

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Timely Advice.

MESSRS. EDITORS:—It is by contact with other people, and by viewing their methods, that we become better acquainted with ourselves and learn how to avoid inconsistencies, and shun the stumbling blocks that line our pathway, and retard the evolution of liberty, justice and progress. Some of these methods shock the sensibilities of the true christian, as some of the political methods shock the true patriot. Christian and patriot both look with disgust upon the fallacious leaders and wonder that their sophistry should secure any following. Some of the events just passing and some now on the stage, are object lessons worthy thoughtful study.

It is only a short time since the papers, in large headlines, notified the world that the French General, Boulanger, had closed his comedy of errors by suicide. This man, who had many followers, aspired to be King of France, to re create that which, when it existed, denied liberty; to re create a national faction; to wallow in wealth, while the common people wallowed in the mire of poverty and degradation. The inconsistency of the followers of such a leader is astonishing when we remember that, within one hundred years, nineteen-twentieths of the people of France had no voice in the affairs of their nation, but to pay tribute to a king and meekly submit to such conditions as he might see fit, their only province. The time came—1789 to 1799—when the power of cunning of a few could no longer deprive the third estate, the common people, of their rights; and for the sake of liberty no sacrifice was thought too great, no perseverance too excessive. And at last, maddened by monarchical indifference, they rose in their might, and swept away before them the clergy, nobles and king, and secured to France equality of rights and equality of taxation. Selfish leadership and a consequent divided house gave opportunity for Napoleon to crown himself Emperor. Self aggrandizement brought to Napoleon Waterloo and St. Helena. In 1848 the

French people dethroned Louis Phillip and established a Republic; but at the end of three years Napoleon III., by a *coup d'etat* mounted the throne. He tried to retrieve his waning power by Mexican conquest, but the American conflict closed too soon; so he turned his attention to picking a fuss with Germany and succeeded, both in losing his throne and loading the nation with a great debt. Yet, after all this experience; we see a considerable faction following the lead of Boulanger, and mourning the loss of one who would lead them backward over a pathway strewn with the dead, and washed by the blood of their countrymen whose cry while living was *Vive la Republique!* How inconsistent to spill the blood of a nation to get rid of one, and then grope around in the dark to find another tyrant, under whose feet they can lay their necks.

How consistent are they who migrate out of the Old World, out of poverty and oppression, and come to the New World of liberty, freedom and plenty, bringing their monstrous intolerance and bigotry with them, and try to disorganize and destroy the conditions they have come here to enjoy, a country, whose laws grant to all liberty of conscience, and protect them in life, liberty and the pursuit of happiness! On Sunday, November 8th, we see a parade of these men, women and children, all foreign, bedecked with red badges, carrying red flowers and red flags, the emblem of destruction of what is good or evil. How inconsistent for such people to remain in a country whose institutions are so distasteful to them? Twenty-one societies of Chicago participated. Fifty women with nine Bohemian girls in the lead, headed the procession. The speakers upon this occasion satisfied those who carried the emblem of blood and the red flowers for the graves of Anarchists, who said: "The trade-unionist must be a revolutionist. To arms is the only recourse for the oppressed workingman." I regret that there were trades-unions in this line. Wagon makers, furniture makers, painters, carpenters, stair-builders, coopers and fresco painters. We know that the great majority of labor societies in America are not socialists and nihilists.

But how shall the public look otherwise than with suspicion upon organized labor when such demonstrations as these are made in the name of labor? And, I ask, is it consistent for the lovers of our country and of American liberty to keep on allowing these people, who desire the destruction of our institutions, to come without qualification and bring with them their violence and bloodthirsty views acquired where liberty is a stranger? It is not bullets but ballots that rule in America; and it is high time we used our ballots to

shut out whoever would come here to substitute the stiletto, the bullet and bigotry for the ballot and liberty. How many of the ten thousand Germans and nine thousand Russians that came to us in September are bringing with them the spirit of intolerance engendered by a denial of liberty in their own country? Arriving here, in ignorance of our language and in ignorance of our law, they readily follow the lead of the vicious few, who, without morality, denying God, hate work and demand something for nothing. We have a great country, in many respects, above all other countries—great in opportunities. We have only eight people to the square mile, while Europe has ninety-four to the square mile. There is room, and there are willing hearts to welcome those, of whatever nationality, who come feeling thankful that there is a place where every man can exercise and is expected to assume, his share of the responsibilities of good government; but too much energy, intelligence and blood has been spilled upon American soil to make it what it is for the American people, to allow aliens to come in and proclaim anarchy and bloodshed and continue to endure it. The great majority of the voters are those who labor. Their influence restricted immigration of the Chinamen.

Whatever is wrong in the organic law of our country can be effectively cured by those who suffer from it, by the proper use of their ballots. The voice of honest labor always advocates and demands the acceptance of American constitutional law. The emigration law should be amended, and our doors closed against the undeservable from whatever country. "To arms" and a red flag, should furnish free transportation out of our country to every man who flaunts it within the confines of American liberty. Tolerance ceases to be a virtue, when those tolerated become a menace to our institutions and our lives. The American ballot, rightly directed, is more deadly than the bullet.

The Tennessee miners may kill, and may get killed; in either case they have effected no cure. Their ballots must change the law maker, the law maker the law. The indifference of the Tennessee Legislature, when called together, shows plainly that the laboring man of Tennessee has paid little attention to guarding his own right in casting his ballot. The disgrace of the convict system of Tennessee will rest upon the heads of the laboring men of that state, if, when voting time comes, they do not send men to the legislature who will put a stop to Calvin S. Brice, or any other factor, putting convict labor in direct competition with law-abiding, honest labor.

How much responsibility for the ills that come

to us rests upon those who choose themselves as our leaders, and how consistent are we to follow such self-constituted leadership, is a question of vital import. Shall we be subservient to his ambitions, or shall we choose him to serve us? is the question. We cannot shirk our individual responsibility. We can know the opinion of every public man and candidate in every state. We can watch and know if he is true to his trust, and can put another in his place if he proves recreant. To know what we want ourselves, and then energetically work for it, will make the ballot all-powerful in securing to us an equitable division of the results of our toil.—T. P. H. in *Locomotive Engineer's Monthly Journal*.

An Agent's Experience.

As a successful insurance agent I was a grand failure, and as a failure I was a grand success. So in connecting my name with insurance please speak in the past tense.

I am thinking of writing a small pocket manual entitled, "Vicissitudes of a Solicitor," or "Thirty Days in the Insurance Business." If I am finally persuaded to complete this work, you will find it an interesting volume.

Interspersed with some of my latest stories, jokes and pathos, I will descend from the sublime to the ridiculous with occasional flights of rhetoric that would do credit to even Hank Fawcett. In fact you will find that I even quote from that famous orator of the Royal Gorge. I shall endeavor to faithfully portray the trials of the agent in his intercourse with the plebian public. I shall expose the methods resorted to by degraded individuals to throw the guileless agent off his guard and many times give him a walk of several miles for pure meanness. I shall expose the colossal number of liars and perjurers who think it no sin or crime to make appointments, hasty in the most outlandish places, with the poor hustler who is trying to earn the reputation of being a "live" man in the home office. I shall fully expose the fiendish ingenuity of certain locomotive firemen who always put the "blower on" when the agent is just mentioning a few of the advantages of insuring with his company, and speak in plain terms of some of those wretched engineers who have a funny habit of opening their engines wide-open for the purpose of throwing cold (and dirty) water on the man whose very life is spent in trying to do good. I shall speak in a disparaging way of the brakeman on the C. M. & St. P. who saw me coming and jumped across the draw heads on the other side of the train, and when I jumped over after him, he jumped back between the next two cars, and there I followed him all the way to

the engine which was over forty car lengths away, making over twenty jumps in all; and when I finally ran him down I was so completely out of breath that I could not tell him what I wanted of him. I shall not compliment very highly that other well acquainted agent for another company who gave the German policeman a dollar to escort me out of the yards. But I got even by insuring the policeman. I shall endeavor to show the disadvantage of side-opening cylinder-cocks, as very frequently firemen use them for the purpose of spoiling a nice ten cent shine. Not to mention his devilish habit of blowing out and filling the lubricator while you are trying to talk a little insurance in the cab. I shall try to explain the conduct of several gatemen on the C. M. & St. P. who, by saying, "its only two blocks," caused me to walk from the Madison and Canal street depot out to Western avenue. I shall dwell with some length, on the symptoms of "that tired feeling," having walked from Western avenue out to Englewood. And speak in harsh tones of that infernal machinist who directed me to a man who wanted insurance, and after talking for over forty minutes I discovered that he was a boiler maker and as deaf as a post.

In short I shall turn the whole gang over, and the next insurance man who tells me he is making over one hundred dollars a week, I shall buy a large sauer-kraut pounder and coax the truth out of him.

I am now, thanks to several seniority schedules, looking for a job braking.

Fraternally,

T. E. BYRNES.

Railway Employee vs the Farmer.

Just now it is the policy of certain organs supporting corporation interests to distort and misrepresent facts to the end that the railway employes may combine in opposing the political issues agitated and upheld by the farmers. So clearly is this wool pulling manipulated that in certain parts of the country, railroad men have already been induced to organize themselves into clubs for the avowed purpose of fighting the farmers' interests. The main argument used is, that the prosperity of railroad corporations is threatened by the reforms proposed by the alliance and that the wages of employes are influenced by the receipts of the employer. This latter is obviously untrue and the fact that the idea is advanced by organs which are pledged to the support of corporation principles should be sufficient warning to the railroad employes.

Wages are adjusted by the ratio of supply and demand of skilled labor, and not by the profits of

the employer. To make this fact perfectly plain, it is only necessary for the reader to call to mind the most prosperous business firms with which he is familiar and compare the rates of wages paid, with those of other less prosperous firms. He will find that in the same city the millionaire merchant pays the same wages as the trembler upon the verge of bankruptcy. So it is in railroad matters, the prosperous road pays no more than the road which is running upon an unprofitable basis. It is, of course, to the interest of a corporation to hire its help as cheaply as possible but the laboring man of to-day is in a position to say to any employer, "This is the standard rate of pay and I will work for no less."

The farmer has no interest in lowering the wages of the working man, in fact, it is for his best interest to raise them. The farmer is, to an extent, the producer of the common necessities which the laboring man consumes. The wages of the working man means more profits to the farmer, and better facilities for the farmer means cheaper products to sell to the laborer. The harder it is for the farmer to pay his debts the more profit he wishes to make from his farm products. That some of these farm products must pass through the hands of a manufacturer makes more remote, but does not alter, the mutual relations of the farmer and the laborer.

The railroad man should not be deceived into the belief that in helping a railroad corporation, he is helping himself. He stands in just the same position toward political principles as the man who handles the trowel. He is a wage-earner just as they are and will find that his dollar purchases no more than theirs, though the dollar of his corporation is inflated to purchase twice as much.

Let the railroad man unite heartily with the farmer in demanding such laws as will give his labor the greatest purchasing power.—*L. W. Rogers in Trainmen's Journal.*

Funny Money.

Prescott, in his "Conquest of Peru," makes mention of the fact that in the place of money as an article of exchange, a certain number of cocoa beans were sown in bags and exchanged for articles of merchandise. This speaks volumes for the appreciation of this wonderful product by the native Peruvian. Prescott also says that the Emperor, Montezuma, had fifty jars or pitchers of delicious beverage prepared from the cocoa bean every day for his own personal use, and there was no intemperance about this lavish use either, for the article is so thoroughly beneficial that the emperor must cer-

tainly have grown strong and fleshy under this diet. For a long time the use of coffee and tea threw the habit of cocoa drinking, in England, entirely in the shade, but of late there has come to pass a wonderful reaction in favor of the latter beverage; it is quite likely that this fact is considerably due to the improved method of manufacture invented by Mr. C. J. Van Houten and employed by his successors, Van Houten & Zoon, who are, by far, the most successful manufacturers of pure, soluble powdered cocoa in the world. Van Houten's cocoa has been introduced into almost every civilized country, and wherever it has gone, it has taken the market at once and held it despite all opposition.

Switch Engine Wanted.

We call the attention of Eugene V. Debs, the great peace maker, to the attitude of the officers of the Switchmen's Mutual Aid Association toward the officers of the Brotherhood of Railroad Trainmen. In our opinion the past should be buried and never again brought to light. The men who represented the trainmen at the Galesburg meeting were the pick of the flock, so to speak, and were fully as competent to judge what was best for their Brotherhood as any one in the country. The officers of the S. M. A. A. have as much as they can do if they attend strictly to their own business. 'And, in our opinion, attending to their own business at this time means an earnest and honest endeavor to correct the mistakes of the past and of placing their organization on a par with those representing other classes of the fraternity.—*News-Reporter*.

In reproducing the above words, than which no truer were ever spoken, we can not help but deplore the fact that unity having become an established fact among nearly all other orders, an excuse has been found for a racket between two orders who should be nearer to each other than any elements of organized labor. It should not take one Chicago switch engine to move those who are wrong from their positions.—*National Federationist*.

A Tea Case.

A leading San Francisco tea firm offered the Southern Pacific 24,075 pounds of tea for shipment to Chicago, and asked for the same rate that is given from that city from Yokohama, tending the company \$240.75, or 1 cent a pound, which is the Yokohama rate. This tender was refused by the agents of the company, and so, under protest, the full amount of the local overland rate, or 1½ cents a pound, was paid by the representative of the tea firm, he declaring that the matter would be brought to the attention of the Interstate Commerce Commission. The *Chronicle* says that last January W. H. Sears, representing

the San Francisco Chamber of Commerce, obtained a decision by the Commission at Washington against the Southern Pacific Company for charging more for hauling tea from San Francisco to eastern points than was charged over its line from Yokohama. The Commission decided that inland traffic must bear no higher rate than traffic originating outside the United States, if it is of the same nature, and handled under the same circumstances and conditions. The decision became effective on May 5 last, and soon after that date the railroad people fixed the minimum weight at which tea shipments would be received at 1 cent a pound from Yokohama to Chicago at 24,000 pounds, this being done to exclude the San Francisco shippers, who usually send tea east in smaller quantities, from the enjoyment of the 1 cent rate. This action, the tea merchants say, has driven all the smaller shipments of tea from Japan from the San Francisco route and they are now going either via the Suez Canal or by the Canadian and Northern Pacific lines.

The Fallow Crop.

(BY S. E. F.)

"* * * Called fallow when plowed and not sowed."

"* * * May be from root of fail."

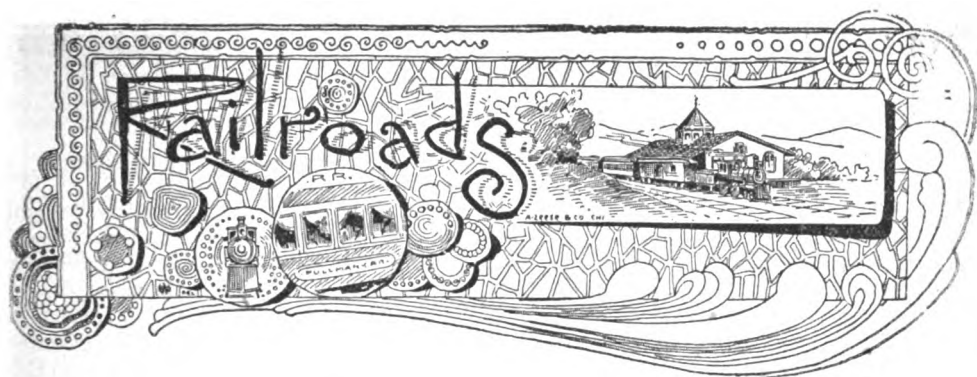
—*Webster*.

"* * * Complete summer fallow * * * mellow."—*Sinclair*.

Boundary furrows around eyes
So broad and deep they reach the brow
Confession makes, when tongue denies
Harvested failures, there somehow,
A furrowed face may be the sign
Of thought, or channels grooved by tears,
Or "land marks" left those who repine
Or "mile stones" marking wasted years.

Men fallow ground for death and life,
Unfallowed, weeds absorb its strength,
When weeds meet death the land is rife
For reproduction days in length.
The heart of man when he succeeds
In selfish flaws, or schemes unhallowed,
Like poisoned ground is full of weeds
And for his good should be fallowed.

Since hearts, like fields, are also grown
With undesirable things oft,
When fallowed by the Great Unknown
"Completely," strengthen, growing soft.
A "summer's failure," when confessed
By fallowed hearts they better see
To fail in selfish schemes was best,
Since fallowing has set them free.



**Nashville, Chattanooga & St. Louis R'y, and
Western & Atlantic Railroad Schedule.**

1. There shall be established on each Division a Board of Inquiry, to consist of the Superintendent or Assistant Superintendent (or both), and the Superintendent of Motive Power or Master Mechanic (or both), whose duty it shall be to investigate accidents.

In case employes are suspended to appear before this Board, they will be given a hearing within five (5) days, and will receive prompt notice of the result of the investigation. All punishments shall consist of suspension or discharge.

It shall not be necessary to convene the Board, except for the investigation of accidents.

If the parties punished by the Board, or otherwise, desire it, they may appeal, first, through the Superintendent to the Assistant General Manager and then to the General Manager.

All appeals must be made in writing and presented to the Superintendent within thirty (30) days after the decision of the Board shall have been made known.

Should the employes suspended be found innocent, they will be paid for the time the suspension was in effect—conductors \$2.85 per day, and brakemen, baggagemen, and yardmen \$1.75 per day.

To enable the Division Officer to make investigations, reports must be made to the proper officer at the end of each trip.

2. Road delay time will be allowed conductors and brakemen after the schedule of the train shall have been exceeded two hours, at the rate of thirty (30) and twenty (20) cents respectively, per hour, for every hour and fractional part thereof. When a train has been delayed to exceed two hours, the first two hours will be counted.

In case schedules are changed on the road, road delay time will be computed from schedule departed on.

Wages shall be computed from one hour after

men are called, or the time the train departs, if earlier.

Road-delay time for extra passenger trains shall be arrived at by taking the average time of the schedule passenger trains on the division. The schedule of extra freight trains running between terminals shall be computed at the rate of twelve and one-half miles per hour.

3. Yard delay time at terminals shall be allowed at the rate of thirty (30) and twenty (20) cents, respectively, per hour, for each hour or fractional part thereof, after a train shall have been delayed within the yard limits beyond thirty minutes. Running time of the train within yard limits shall not be considered.

When delayed immediately outside the yard-limit board, trainmen shall be allowed yard delay time at same rate, when delay exceeds thirty minutes.

4. At Nashville, Chattanooga, Atlanta, and Union City, trainmen will be called not to exceed one hour before the leaving time of their trains, provided they live within one mile of the yard from which their trains start. The caller shall be furnished with a book, which must be signed by the men, showing the time that they are called, and the time the train is to depart. Failing to respond promptly, whether it is his turn out or not the party at fault shall be suspended or discharged, at the discretion of the Superintendent.

When trainmen come in on their runs, and are not able for duty, they must so notify the Superintendent or his assistant. If afterward, on account of sickness, they cannot go out, they must send a written notice to the Superintendent or his assistant at least two hours before they are needed.

They must not lay off, except by permission of an authorized officer, unless they, or a member of their immediate family, are suddenly taken sick, in which event they must give at least two hours notice.

THE RAILWAY CONDUCTOR.

5. When trainmen are called to go out between the hours of 7 p. m. and 7 a. m., and the train is afterward annulled, they shall be allowed three hours, at the rate of thirty (30) and twenty (20) cents per hour, respectively: Provided, they are not notified they will be required for another schedule train within one hour. When called to go out at other hours, in case train is annulled, they shall be paid at the same rates per hour; but time shall be computed from one hour after they are called until they are notified that train is annulled. Trainmen thus called will stand first out: Provided, it does not interfere with men who have regular runs.

6. For attending court or appearing before proper persons to give evidence, conductors, baggagemen and brakemen having regular crews, and yardmen having regular work, shall be paid the amount that they would have made had they performed their usual duties.

This shall not prevent the company from using these men on any run after they are through attending court, and before their regular crews are due to leave.

Other conductors and brakemen shall be paid \$3 and \$2 per day, respectively, computed from the time they leave their homes, or the time they are marked to go out, until they return.

They will be furnished with transportation to and from court. No pay shall be allowed in cases where the time so consumed does not interfere with the men making their regular trips and having eight (8) hours rest, if they require it.

7. Conductors and brakemen, when dead-heading on a freight train, will be allowed the rate of pay given the same class of men that are in charge of the train. When dead-heading on passenger trains they will be paid one and one-quarter ($1\frac{1}{4}$) and eight-tenths ($8/10$) of a cent, respectively, per mile for the distance traveled.

When a man is traveling over the road for the purpose of relieving a man who has asked for leave of absence, he will not receive any compensation for the distance traveled.

8. After a continuous service of sixteen (16) hours, or more, conductors and trainmen shall be entitled to, and allowed eight (8) hours for rest at terminals, if they give proper notice of such desire, except in case of wrecks or similar emergencies.

9. Conductors will be notified in writing when time is not allowed as per their trip reports.

10. Any trainman drinking intoxicants on duty, or being under their influence on or off duty will be dismissed from the service of the company.

11. All crews assigned to regular runs at a

monthly rate, that are not provided for in the accompanying rate sheets, will be paid extra for all service performed in addition to their regular duties at established rates for class of service performed.

12. All crews not assigned to regular runs, will run first in first out.

13. All freight conductors and brakemen ordered out on short runs, less than 100 miles, shall be allowed 100 miles for the same. Overtime for all time used in excess of twelve hours.

SCALE OF WAGES OF TRAINMEN.

14. Main line passenger trains:

Conductors, per mile run.....	\$ 0 02
Baggagemen, per month.....	52 50
Flagmen, per month.....	47 50

Rome express: Same rate as above.

15. Through freight trains:

Conductors, per mile run....	\$ 0 02 8-10
Brakemen, per mile run....	01 9-10

16. Local freight trains. Three crews to each division:

Conductors, per month.....	\$90 00
Brakemen, per month.....	60 00

17. Local Chattanooga to Bridgeport and Chattanooga to Shellmound. Two round trips daily:

Conductors, per month.....	\$90 00
Brakemen, per month.....	60 00
Chattanooga and Victoria run—	

Conductors per day.....	\$ 2.80*
Brakemen, per day.....	1.90*

18. Cowan run: Mileage, and overtime, in case round trip is not made within 24 hours, but it is understood this run will be discontinued and run made from Nashville to Tracy City, 107 miles, on which rates will be:

Conductors, per single trip.....	\$ 3.00
Brakemen, per single trip.....	2.00

19. Dalton and Marietta accommodations: Conductors and trainmen, same rates and service as at present.

20. Sequatchie Valley Division:—On passenger trains—

Conductors, per day.....	\$ 2.80*
Baggagemasters, per month.....	\$ 25.00†
Brakemen, per day.....	1.60*

On freight trains—

Conductors, per day.....	2.80*
Brakemen, per day.....	1.90*

21. Huntsville, Fayetteville, and Columbia Division, and McMinnville Branch:—On passenger trains—

Conductors, per day.....	\$ 2.65*
Baggagemasters, per month.....	25.00†
Brakemen, per day.....	1.50*

On freight and mixed trains—

Conductors, per day.....	\$ 2.80*
Brakemen, per day.....	1.60*

22. Centreville Branch: Brakeman, 1 50 per

day, and are to continue coaling and wiping engines, as at present.

23. Union City and Columbus run:

Conductors, per day.....	\$ 2.80*
Brakemen, per day.....	1.90*

*Paid for every day in month, and when necessary will work Sundays without extra compensation.

†Express Company pays \$22.50 per month.

24. Construction or material trains: Conductors \$90 per month. Twelve hours to constitute a day's work; hours in excess of twelve to be paid as overtime.

25. Conductors and brakemen of wood and wrecking trains shall be paid, respectively, 35 and 20 cents per hour, or fractional part thereof, time to be computed from the time the train starts, or one hour after the men are called, until they return to starting point. In case the train is laid up before returning, for the purpose of affording the men necessary time for rest and sleep, such proportion of the time shall be deducted from the whole, and only actual time on duty will be paid for. A minimum of six (6) hours will be allowed but no mileage will be paid.

26. Yardmasters at Marietta and Dalton will be paid \$70.00 per month; helpers, \$2.00 per day for the days they work. One helper with each engine.

27. When the business of the road is so light that the freight crews in service are unable to make 3000 miles per month, crews will be taken off, beginning with the youngest conductors, until those that are left can make 3000 miles per month. Conductors thus taken off shall have preference as brakemen, and shall be restored to their positions as conductors when the business of the road will justify the same.

28. The right to runs, both passenger and freight, shall be governed by seniority and ability on their respective divisions.

29. Local grievances and differences of opinion as to construction of this agreement, shall be taken up with Division Officers; failing to be adjusted, they will be referred to the General Officers as per Article No. 1.

J. W. THOMAS,
Nashville, Tenn., Dec. 1, 1891. Gen. Manager.

Texas and the Railroads.

The *Railway Age* some time since remarked as follows:

The Texas Railroad Commission has undertaken to revolutionize the theory and practice of railway rate-making by adopting the absolute mileage basis. All railway experience has proven the impracticability of this principle, and the attempt in Texas will work great injustice to railways and injury to the state. While under the new theory a few rates will be raised many others

will be greatly reduced, and the average as thus far indicated is very heavily against the roads. Thus the reduction in flour rates on one of the principal roads is found to be 33 1/3 per cent., while in cotton and other staples it will also be very heavy. It looks as if the Texas railway companies would have to appeal to the Federal courts to prevent the virtual confiscation of their property.

Now, suppose the Texas railroads should conclude to collect dividends on honest cash investments and not on water, they would at once be able to carry freight and passengers at rates even below the demand of the Texas commissioners. It is preposterous to assume that the citizens of Texas or of any other state are so stupid as to desire to cripple railroads or confiscate their property. Why not state such cases honestly and not like a jack leg lawyer? Texas has chartered railroads to advance the interests of the people of the state and not to pay interest on watered stock and bonds, and the more the subject is agitated the more determined the people will become to have an honest deal with the railroads. The *Chicago Tribune*, commenting upon the subject, says:

The railroads interested in Texas traffic do not intend to submit to the reduction of rates in Texas recently ordered by the Railroad Commission of that state without a contest in the courts. The new rates promulgated by the commissioners are about one-half for distances between 50 and 200 miles of the rates now in effect. The officials of the roads operating in Texas claim that the new rates will not pay operating expenses, and say if forced to make those rates they will be compelled to reduce expenses in all directions. Less trains would be run and the working forces reduced by one-half, and improvements would be out of all question. A petition has been gotten up by railroad employees in that state praying the commissioners to reconsider their action, as otherwise the laboring classes would be the worst sufferers. As ex-Senator Reagan is at the head of the commission, it is not likely to take the back track. The railroads are working hard to effect a combination with a view of contesting in the courts the right of the commission to make such rates. All the roads have joined in the movement except the Missouri, Kansas & Texas, which, it is understood, has signified its intention of adopting the new rates. Unless the company can be induced to act in concert with the other roads there is little prospect of relief, as in every instance where they were not unanimous the railroads have been defeated in such contests.

The Oregon roads are in the same pickle as the Texas lines. The Railroad Commission of that state has just promulgated an order reducing rates on the Union Pacific 33 per cent. and on the Northern Pacific 15 per cent. on local business.

Is it to be presumed that the railroads of Texas or any other state have been maintaining an equipment largely unnecessary and out of all proportion to the business transacted? The threat put forth by the *Tribune* is designed to lead to such a conclusion. But railroads are not

operated in that way and all such rigmarole is designed as a bluff. It may, however, be tried on as a measure of intimidation. The roads may reduce the number of trains and dismiss employes, and finally Texas may relieve the roads of their charters. It is by no means a one-sided game, and if railroads now introduce a policy of rebellion and intimidation, results will not be complimentary of their discretion. The better plan is for corporations to learn to obey the laws and submit gracefully to the sovereign will of the people.—*Locomotive Firemen's Magazine*.

TO MOVE GREAT CROWDS.

Transportation Facilities, and How They Can Be Provided.

The following interview with Mr. M. M. Kirkman, vice-president of the North-Western Railway, and chairman of the Transportation Committee of the World's Columbian Exposition, is a clear statement of transportation facilities to be provided for reaching the exposition grounds from the center of the city of Chicago:

"The transportation problem as regards the World's Fair is interesting. Carriers at large will do all that is required of them. The railroads running to Chicago will not be found wanting. The problem to be overcome is a local one. It is that of carriage between the heart of the city and the grounds. In this system the Illinois Central Railroad and the cable lines are the greatest factors. The Illinois Central Railroad should be afforded facilities for handling the maximum number of passengers that can be moved on four tracks devoted exclusively to the business. I understand it will not use more. It should be furnished loops for its tracks at both ends, so that trains may move continuously. There will be no difficulty in moving trains on each track two minutes apart. That would make sixty trains an hour. Calculating ten cars to a train, and sixty passengers to a car, 36,000 passengers may be moved in each direction per hour by this line alone. Its tracks within the grounds will probably require to be on piles so that the cable lines may have uninterrupted access to the park. The main line of the Illinois Central Railroad will, it is also probable, be elevated from Fifty-first street to Sixty-seventh street. The extent of this elevation should be governed by the peculiar circumstances of the case, without reference to other roads, or preconceived notions. The tracks may be elevated a little, and the roads depressed a little. In this way results can be arrived at with the least hardship, and with the least labor, and in the shortest possible time. This last is all important. In addition to the through business of

the Illinois Central Railroad between the city and Jackson Park, it will handle a great many visitors for the fair on its local trains, probably 50,000 a day on an average. "It will be necessary to use the cable system to its fullest capacity. To admit of this the additional loop needed at the north end should be granted. A loop will also be needed in the grounds. It is of the utmost importance that the State street line should be connected with the grounds either by cable, motor or electric plant. This line ought to carry as many passengers to the grounds as the Wabash avenue line. This it will not do unless the means of conveyance are convenient and rapid. People will not go back and forth between the city and Jackson Park on lines that do not give them convenient and rapid transit. When the question was under consideration as to the location of the fair at Jackson Park, the cable company urgently advocated it, and stated that it could carry 80,000 people per hour each way between the city and Jackson Park.

"You can understand now, the importance of their carrying out their promise. It will solve the whole question.

"The elevated railroad, it was thought, would also afford facilities for handling a large number of passengers. This line should be pressed to completion so that it may be utilized. It promised to carry 20,000 people per hour if the fair was located at Jackson Park. The exposition people naturally look to them to do this.

"Water-carriage should also cut a very important figure in handling visitors to the fair, both local and foreign. The city engineer suggests a dock on the lake front, with access by a viaduct over the Illinois Central tracks. Another dock may be placed on the north side; others still further north; still others to the south. Steamers may also start from points along the river. There is practically no limit to the facilities for receiving and discharging passengers by water.

"I hope to see the lines running directly to the fair grounds from the great cities along the lakes: the passengers sleeping on board as at New Orleans during the Mardi Gras.

"After the space that the carriers between the city and Jackson Park require is set apart for them, what remains may be given to other carriers. If it is found practicable to run another line into the grounds for the general use of railroads, then spur tracks should be laid to accommodate their cars. Many of the railroads will find it convenient to run their excursion trains directly to the grounds if possible. They will run them there in the morning, and take them away at night. There should be storage capacity for this

business equal to at least 1,000 cars, say eight miles of track. Many of the railroads will not be able to run their excursion trains to the park. The number of crossings and obstacles to be overcome, and the great detour around the city would occupy too much time.

"Besides the various means of conveyance that I have described, a considerable traffic will be handled on the public highways. At the Paris Exposition stages ran from the grounds direct to every part of the city. The remoteness of Jackson Park will generally prevent this, but there will be, notwithstanding, a large traffic handled by private conveyances, hacks, omnibuses, cabs, etc. It is probable that the facilities in this direction will be greatly enlarged during the time of the fair. But this does not interest us just now.

"The problem in a nutshell is this: to make the system of transportation between the heart of the city and the grounds so ample and expeditious that visitors coming to the city may reach the fair grounds much more expeditiously by being landed at the present termini, than they could if the railroads were to attempt to carry them around the city to the grounds. If the south side cable lines and the elevated company carry out their promises the whole question is solved. The Illinois Central Railroad, it is probable, will do better than it promised."

The *Western Railway* takes issue with *The Journal* on the question of mutual interest of the railway employé and the farmer. If Warman's arguments were as good as his intentions that would settle it. But there's the trouble. He is correct in saying the farmers have somewhat injured railroad building in the west but the bearing of that fact on the general question is like a much needed rain that comes, but falls with too much violence. This question is a deep one and the employé should think much and act slowly.—*Trainmen's Journal*.

Boy Operators.

A great many serious wrecks have been caused in late years by boy operators. There are schools in the west where they advertise and where they pay commission for sending these boys to learn telegraphy. After the boys learn to read a certain number of words from a telegraph instrument they are put in charge of telegraph stations, and they handle the train orders that the trainmen run on every day. The operators on the legislative board asked that no person under eighteen years old be allowed to handle train or-

ders, but the alliance people's party did not have time to give it to them. Men should handle these orders. It is no place for boys. The risk is too great. Let the station men all over this state organize and have a representative on the Railway Employés' Legislative board next winter, who will see that good, competent men only, hold these responsible positions, and agents will not then be held responsible for some boy's blunder, or be required to do his own work and that of some boy operator also. Again, we believe if the station men would study this question they would get together and agree to stand with the other employés in voting hereafter for men who would be willing to grant such legislation as the operators asked for last winter.—*Neodesha (Kans.) Register*.

Perusing the pages of the RAILWAY CONDUCTOR issues of the last three months, we notice that there is a good deal said in regard to a new organization called the "Railway Employés Club." It seems that the purpose of this club is to further the interests of the companies in the hope and belief that in proportion as the companies are benefited the interests of employés will be served accordingly. THE CONDUCTOR opposes the club in strong terms and not without good reason. One of the principal things which strikes us as being one-sided is the following section in the rules of the club:

"It is accepted and understood that any and all members in consideration of the benefits received from this association, do waive all gratuitous claims or contributions from any railway company for injuries received wherein said railway company is not legally liable."

Just why the member should sign away all his rights to accept a gratuity in case of accident, where the company was not proven "legally liable," is something very difficult to believe is for the best interests of the employe. It looks very like a direct benefit of the company at the expense of the employé, and goes far toward justifying the belief that the companies are at the bottom of the whole thing. No doubt, most if not all of the members are sincere in their belief that the organization will rebound to their benefit, but a careful study into the rules and the exercise of their judgment, ought to demonstrate to them that they are largely mistaken. It is right and fair that railroad companies should be interested in the organization of railroad men and in all united action for the best interest of all concerned. But this appears to be rather too much one-sided to expect that railroad men generally are going to fall over themselves in being enrolled as members.—*Savanna, (Ill.) Journal*.

Mr. Ingalls on Organization.

In an address to an association of railway clerks recently, among other things Mr. Ingalls said:

I am in favor of any association of any class of people that will bring them together and make them better men, clerks, employés or employers, and there is no question but that this association will do that. Men become men more by getting together than by being apart. The growth of civilization has come from association. It was only in the days when man lived like the Aborigines or Indians, who were solitary, that there were no associations, but civilized man likes company, friends, and makes acquaintances.

It seems that in this city there are, I am told, about 1,000 railroad clerks—a very large number of men. They have had no organization previous to this and no consultation or ties for the purpose of bringing them together. Some people may say this may be a dangerous thing for the manager of a railroad to promote; that it may cause strikes and get us into trouble. I have found no trouble in that. It is much easier to handle men with leaders. You can deal with them much better than you can without them. Therefore I am glad to see this movement, and I hope it will not be long until every railroad clerk in this city is a member of this organization.

Miss Ida Hewitt, the Locomotive Engineer.

It were useless to be hypercritical about woman's sphere. Men are required to keep an eye upon their laurels, their plumes, etc., for now-a-days and frequently, women demonstrate such masculine qualities as to create alarm. In this connection, *Railroad Topics* has the following:

Miss Ida Hewitt is the only regularly commissioned and regularly employed woman railroad engineer in the world, and West Virginia has the honor of having produced her. She is good looking, well educated, twenty-three years old and a blue grey eyed blonde. She is the daughter of Charles H. Hewitt, one of the chief owners of the short line which connects with the Baltimore & Ohio railway at Cairo, W. Va. During her school days she passed most of her leisure time in the railway shops near her father's residence and not only grew familiar with every detail of an engine, but became very much interested in the work. After graduating from the high school her favorite amusement was to ride in the cab, and when one day the engineer was sick she managed the train, and did it so well she was soon given a regular run. It is a narrow gauge road, and one of the prettiest sights on it, they say, is Miss Ida, with a natty engineer's cap and a neat fitting suit of blue woolen, as she sits in the little cab.

It will be well to bear in mind that other girls, seeing Miss Ida's success at the throttle, will aspire to seats on the "right hand" side.

The advent of plucky girls in the train service of railroads may not create immediate alarm, but it should be remembered that the present is a fast age and revolutions partake of the characteristic of the restless times.

Firemen, we doubt not, will felicitate themselves as they remember how difficult it is to feed the maw of old 92 and make her go, confident that no girl could fill the bill, but there might be a new departure in promotions, and to formulate a grievance against the girls by the boys—well—*sic transit*.—*Firemen's Magazine*.

And now comes Miss Hewitt and says she is not an engineer, never has been and does not wish

to be one and that she has been exceedingly annoyed by inquiries in regard to it and applications for her photograph.

BUTLER, IND., Nov. 26, 1891.

Editor *Railway Conductor*:

I notice in the November number of *THE CONDUCTOR* two forms of train orders; the first from Ashland, Ky. reading "Engine No. 3 can use fifty minutes on time of No. 2 between A and B." I would like to add my mite. As far as No. 2 making up time after passing engine No. 3, I would say that in my opinion, No. 2 could make up no time between these two points until her fifty minutes had expired; it does not make any difference what engine No. 3 was doing between these points. They had fifty minutes on No. 2's time, and could use all of it except clearance. The order could have been given in a different form, but could have but one construction. Engine No. 3 could have used no more than the fifty minutes (minus clearance) no matter how the order read; if the order read, No. 2 will run fifty minutes late between A and B, it would have been no more account to engine No. 3 than the order they did receive.

The other order from Yoakum, Texas, reading, "engine 65 will run extra from Kennedy to Yoakum ahead of No. 9 and will meet extra 64 west at Runge and will get further orders at Cuero." I would not consider the conductor and engineer authority on any points that would take the view of the matter that conductor and engineer of No. 9 did, the order says nothing about them getting orders at Cuero, and I think they made a bad mistake when they laid themselves out for that purpose.

C. M. H.

The following tribute to the work of an American magazine is contained in the report of the Secretary of the Interior just submitted to Congress:

"Your attention is also requested to the paper contributed by Mr. John Muir to the number of *The Century Illustrated Monthly Magazine* for November, 1891, entitled 'A Rival of the Yosemite,—the Canon of the South Fork of Kings River, California.' It furnishes maps of this section and is illustrated by most admirable engravings of the wonderful scenery there existing. The engravings are chiefly from the pencil of Mr. Charles D. Robinson. These gentlemen, as well as the editors of *The Century*, especially Mr. Johnson, have taken a great personal interest in the forest reserves in California, and are worthy of great consideration, both from their experience and intelligenc. The magazine article mentioned advocates the extension of the Sequoia National Park so as to embrace the Kings River region and the Kaweah and Tule Sequoia groves. The boundaries are there set forth. The subject is recommended to your favorable consideration and action."



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

It is Ever the Glad New Year.

For THE RAILWAY CONDUCTOR.

In sermon, rhyme, and in prose we hear
Of "the pages pure and white,"
That fill the book of the glad new year
In which we shall each one write.
And we close the "old" with firm resolve,
To bury the misused past.
And as the coming days revolve
To cherish them while they last.

Our souls are filled with sweet content,
In a life begun anew,
And we waste no thought on time misspent
With the future good in view.
Methinks, is it ever best to fret
Over deeds already done?
Were it not more wise to quite forget
Our struggles from sun to sun?

We need not wait, till the coming years,
To order our lives anew;
Why waste we our time in needless tears,
While there's yet so much to do.
We should have no chance for vain regret
Over things now passed away.
If all the duties were bravely met
That come with each present day.
There is loving work for you and me
In the day already here.
Let us do it well, and "*it shall be*,"
The birth of a glad New Year.

N. DIXON HAHN.

The Railroad of Life.

As we speed out of youth's sunny station,
The track seems to shine in the light,
But it suddenly shoots over chasms,
Or sinks into tunnels of night;
And the hearts that were glad in the morning
Are filled with repining and fears,

As they pause at the "City of Sorrow,"
Or pass through the "Valley of Tears."

But the road of this perilous journey,
The hand of the Master has made,
With all its discomforts and dangers,
We need not be sad or afraid;
Paths leading from light into darkness,
Ways plunging from gloom to despair,
Wind out through the tunnels of midnight
To fields that are blooming and fair.

Though the rocks and the shadows surround us,
Though we catch not one gleam of the day,
Above us fair cities are laughing
And dipping white feet in some bay;
And always, eternal, forever,
Down over the hills in the west,
The last final end of our journey
There lies the great "Station of Rest."

'Tis the "Grand Central" point of all railways,
All roads center here, when they end;
'Tis the final "Resort" of all tourists,
All rival lines meet here and bleed.
All tickets, all mile books, all passes,
If stolen, or begged for, or bought,
On whatever road or division
Will bring you at last to this spot.

If you stop at the "City of Sorrows,"
Or wait in the "Valley of Tears,"
Be patient, the train will move onward,
And rush down the track of the years.
Wherever the place is, you seek for,
Whatever your aim or your quest,
You shall come, at the last with, rejoicing
To the beautiful "City of Rest."

You shall store all your baggage of worries,
You shall feel perfect peace in this realm;
You shall sail with old friends on fair waters
With joy and delight at the helm.

You shall wander in cool, fragrant gardens
 With those who have loved you the best,
 And the hopes that were lost in life's journey,
 You shall find in the "City of Rest."

—Selected.

Shall We Gather at the River.

"Shall we gather at the river?"
 Sang the little six-year old,
 While his voice without a quiver,
 Through the house and garden rolled.
 "Yes! we'll gather at the river,"
 Sang the boy in joyful tone,
 "And I'll fish and fish forever,
 With a fish-line all my own."

And his voice with rapture ringing,
 Sang of all the "golden day"
 When with angels he'll be singing,
 Underneath the silver spray.
 "Soon we'll reach the shining river,
 Where bright angels feet have trod,
 And I'll fish and fish forever,
 With a golden fishing-rod."

Listening to his happy voice,
 Sternly papa said: "My son,
 Don't you know that Heaven lies
 Where those silvery waters run?"
 "Can't I fish there?" cried the child,
 "When we gather at the river!"
 All his earnestness revealing,
 In the drooping eyelid's quiver.

"Heaven must be for grown-up folks,
 Or there'd be a place to play,
 Where the children could have sport
 On a merry holiday.
 I shall stay on earth forever,
 Where I do what I wish,
 Ride a horse, or better still,
 Go with Uncle Dave to fish."

—Marguerite B. Peek in the Alliance.

Sister Wives of the O. R. C.:

Twelve varied months have rolled on into the past since the world last proclaimed "another new year." Time has moved on noiseless wings, and even as I write, it is moving just as swiftly and quietly on. It is just as much ours as a year ago, no more. Time is eternity, eternity has no end, so life without end is before us. Looking at it in this light we shall know no discouragements. All that we ever had is still ours. I once read of a poor, yet learned man, who visited a King. The King desirous of showing how rich he was in this world's goods, brought out all the precious gems from his cabinet expecting to dazzle the eyes of the poor man, but was astonished, after

seeing him earnestly examine them, then place them back in their cases, exclaiming, "oh thank you, thank you for this beautiful present," "Why," said the King, "I did not give them to you." "Ah! replied the man, they are more mine than yours. They are to you only worth the name and price of them, but their sacred perfect beauty is ever mine to keep.

Just so, friends, many of them have "passed on" since the first of January last, but they are ours just the same. I know you can't see the bodily face, the dear form, can't touch it with your mortal hands. Nevertheless, the body is nothing without the spirit that gave it expression, and that dear spirit, perfect, immortal, is ours to-day just as much as ever it was. I did not start out to probe old wounds, but one can hardly speak of the last without its opening them aside from our direct remarks. But though the past is ours, the present is what calls for strict, earnest attention. Things are so arranged that in the great machinery of life we each have a part to act, and if we allow anything to deter us from our work others with their hands full cannot do it for us.

There is work that each are partial to and there is necessary work often that is not pleasant to do. But the good business man, the good housekeeper, does not stop to mourn because the pleasant work is all done, and sit down with folded hands, neglecting the rest that comes to their hands. No, let us acquit ourselves like men (or women if you please), up and find all there is for us to do. Our editor tells us that THE CONDUCTOR is carried to at least fifteen thousand homes in the United States, Canada and Mexico. Just imagine half that number reading our friendly, useful letters, what a bond of union for so many house and home keepers, just think of each home represented by a letter to THE CONDUCTOR from as many wives and mothers, what a time the manager of this journal would have finding room for them, and what a regular sociable we would have each time THE CONDUCTOR made its monthly visit.

Now do not say "oh, I'd write if I could," for you can write; you write nice, practical, sensible letters to your friends, and are we not all friends? Do you not enjoy some of the other sister's letters? If so, write and let them know it and it will encourage them to try again. Let us have our cozy talks through the columns of this journal whether of home, the lunch, pretty dresses, or poetry or prose. The brothers had confidence enough in us to give us a place in their journal, and now let us so well fulfil their expectations that it shall in time be ours as well as theirs.

Yours in earnest.—

ST. LOUIS, MO., Nov. 15, 1891.

Editor Railway Conductor:

St. Louis No. 11, L. A. of the O. R. C., made its bow to the public on the 17th of May, 1891, through the kindness of Mrs. Frank Stout, Dep. Grand President, assisted by Mrs. Prince Busch and others who were visiting in the city during the sessions of the Grand Division.

Division No. 3, O. R. C., kindly opened their hall for our first meeting, gave us cheering words of encouragement to our endeavors and paid for our hall the first quarter.

After we were obligated and instructed, the election of officers was held and resulted as follows: Mrs. J. Flory, President; Mrs. W. F. Lewis, Vice President; Mrs. O'Mara, Senior Sister; Mrs. D. Lumins, Junior Sister; Mrs. G. R. Myers, Guard; Mrs. J. M. Babcock, S. and T.

We have fifteen members out of a possible one hundred and fifty. The ladies from the east were very enthusiastic, and if the Auxiliary is a benefit there, surely in the west where there is more changing among railroad men it would be a help. None are able to live without friends, and what conductor's wife has not felt utterly alone in a strange place? This is one of the things we wish to make easier, and if we have a band wherever the O. R. C. has a division we then will have some claim if our obligations mean anything.

Mrs. Flory and Mrs. Lewis, our president and vice president wish this a success, and through THE CONDUCTOR we ask the wives of No. 3 to meet with us the second and fourth Wednesdays each month in our hall, corner 6th and Walnut. We would be glad to hear from the sisters who cast their lot with us from Winnipeg, Boston and Chanute.

MRS. BABCOCK

With the fullest appreciation of the necessity of our department in the Conductors Magazine, having a woman to direct and supervise our little corner in that ever welcome visitor, I write these few words. We are now to have one and I hope all who are interested in the work will try and make it as interesting and beneficial as possible. My aim in writing this is to get all the information possible in regard to the auxiliaries to the O. R. C. I wish to hear from them what their aim and object is, and everything they are permitted to let the public know. I see by THE CONDUCTOR there are not many auxiliaries. If they are any benefit to the Order, why not have them, where convenient to do so, and I think we can discuss this through our department until the aims and objects are thoroughly understood. For my best thoughts are with the men who brave the dangers of the

railroad man's calling, especially on a stormy night such as this on which I write.

While I am quietly seated at home with bright lights and cheerful fires writing my thoughts to the sisterhood, numbering many thousands similarly situated, "the head of the house," the breadwinner, has been called and is now on the road in the storm and darkness, toiling for us at home. This anxiety, and who of you is there, who has not experienced it? A thrill of terror at the news of a "wreck on the road," your thoughts flew instantly to the husband, and you waited with bated breath to hear "whose train it was."

The anxiety felt by us now is somewhat similar to that experienced by those who had father or brother, husband or lover in the war when after each dreadful battle you longed, yet dreaded, to hear who was killed.

Now I have ventured to speak, I hope others who are not members of any of the auxiliaries will follow.

BELLE.

COLUMBUS, OHIO, Dec. 9, 1891.

Editor Railway Conductor:

I would like some of your valuable space to let our sister divisions know how nicely we are getting along in Division 3. On the 18th of November we celebrated our third anniversary at the home of Conductor Thos. Nevil. There were about one hundred present and we had a grand social time, and by the way I cannot say enough kind things about that same handsome and genial brother for his "substantial" interest in and for the ladies auxiliary as he through his energy is helping us dispose of a handsome chair, turned in to us nearly fifty dollars. There is a splendid example brother conductors, go ye and do likewise.

What is wrong with the corresponding secretary of our sister divisions. The letters in the journal from the most of them are few and far between, and we are sure it is not the editor's fault as he is too gallant a man to fill his waste basket with our best efforts in behalf of our divisions.

Mrs. J. W. Worley of Frankfort, Ind., has the sincere sympathy of our division in her bereavement; both she and her husband were here at the convention last June, and we all had the pleasure of being personally acquainted with them.

Now editor, as my official head comes off at our election of officers in a couple of weeks, don't refuse to print this my last (for which you are duly thankful) letter. I will close with many thanks for your kindness in the past.

MRS. C. W. SOUTHARD, Cor. Sec.

Dear Sisters:

It has often been said that "it is better to be born lucky than rich," so where one cannot be the latter, the former comes in handy.

For some time I have been wanting a black silk dress to wear under my lace dress (which was made to wear over pink silk for evening wear). My second best black was too good a dress to take for the purpose and I did not feel like buying a new silk. But I was "lucky" enough to happen into a big store where they were selling remnants of slightly seiled colored silks. None of the remnants contained over eight yards, and no two were the same shade. I selected two pieces of the same texture, one seven yards of a light drabish color, and the other, five yards of a sort of a yellowish grey. They were both miserable looking things, but in my mind's eye, I saw in their stead a soft shining black silk. After weighing my silk, I purchased the required amount of black diamond dye, for silk, and carefully followed the printed directions. I did not wring the silk as that is liable to crack the grain, but after the proper rinsing hung it up, direct from the tub, pinning it along one selvage every foot or so. When nearly dry I fastened one end of the silk to a curtain pole, by tacking it every few inches with a thread and needle to the pole (the pole was covered smoothly with old muslin). I carefully rolled it on the roller. This took all the wrinkles out of it. The next day it was carefully pressed, although it was quite smooth before. Both pieces were the same shade and looked like new. I made it with a plain skirt with a ten inch pleating around the bottom. The basque was made pointed front and back and finished with a deep flounce of lace sewed to it. The neck was finished with a Medici collar overlaid with jet. Now, I had a great quantity of handsome jet trimmings, but for this special dress I wanted jet and gold, but did not feel like expending the amount they would cost, upon the dress. Again my ingenuity came to my aid in the shape of my beloved "diamond gold paints." I very carefully painted a few of the beads in each ornament with the gold paint, and in the evening I defy any one to tell the difference between them and the real jet and gold trimmings. I used a very fine brush and was careful to only touch the beads that I was going to gild. I expect to wear my new dress to the next Order ball, so you can look out for it. The silk was nice enough to have worn without the lace on it.

I think that almost any color of silk would take a good black, with this especial dye, but if any of you should try dying silk or ribbons black, be sure to use the diamond black dye for silk. The dye

made for woollens or cotton will not give satisfaction if used upon silks. Perhaps some of you may have an old lace or fish net dress that has been worn in the sun considerable, and if of the cheaper grade it is a little grey or rusty. If so just give it a bath in this black dye and see how well it will look. I am glad "Interested" has tried my plan of renewing the boys derbies by the "dry dying" process.

Very often the "boys" get a spot upon their clothes and in trying to scour it out the goods were turned several shades lighter. These spots can be made the original color by using diamond dye solution of the color of the cloth. By-the-by, "Interested," did you ever try giving the children a little of the bright colored dyes to paint with? I get small bottles and glue them into a box to prevent their being overturned, and into each bottle put a little bright colored dye. These with a few cheap brushes furnish endless amusement upon rainy days.

I approve of your plan of renewing up the aprons, and as the dresses get too short and aprons ditto, try putting in new yoke sleeves and a flounce:

I wanted I will tell about more of the "made-over" suits I get up for "blue eyes," for my "forte" lays in dying and making over dresses.

Yours in P. F.,

JEAN HUNT.

Look as Well as You Can.

(Locomotive Firemen's Magazine.)

Nearly all women, whether young or old, are fond of being dressed; not necessarily in rich or showy clothes, but in those which are neatly fitted and tastefully made. This is a commendable ambition, by no means to be discouraged. Henry Ward Beecher has said that a woman is no more to blame for dressing prettily and attractively than a flower is at fault for blooming its brightest.

It is every woman's duty to look as well as she can, consistently with her circumstances; and because one has only small means and cannot command the luxurious elegance of apparel that is indulged in by women of wealth, it is not necessary to dress shabbily or unfashionably. Taste and ingenuity may be made to take the place of money in a large degree. Ladies who, from choice or necessity, do their own dress making will, after a little practice, find it just as easy to imitate pretty styles as any others, and the work is much more entertaining and agreeable, if a good artistic effect is the aim in view. It is a great mistake for those with whom strict economy is a necessity, to hire the mos

expensive part of their work done. If their avocations do not allow them to accomplish it all themselves, then let them hire assistance in their plain sewing, and use their own skill and taste upon the manufacture of outside garments, which are by far the most expensive things to pay for.

A fireman's friend.

BLANKS.

DECATUR, ILL., October 7, 1891.

Editor Railway Conductor:

I expect the Brothers just skip right over our department in the journal, so if we have a little laugh at their expense they will be no wiser. I almost wish they would notice it though, for I have heard more than one man laugh at a woman's helplessness in traveling, and I am going to send an article about men's forgetfulness, that is somewhat overdrawn, perhaps, but possible after all.

JOKER'S WIFE.

TRAVELING ON PASSES.

The order of the Inter State Commission for the railroads to show their pass lists recalls a story once related to the writer by the manager's of one of the Western trunk lines. A gentleman who wished to go from Chicago to Riverside, a distance of thirteen miles, called at the manager's office in the middle of a heavy rain storm for a pass. When the pass had been given to him the gentleman rose to go, but stopped at the door and came back.

"Here," said he, throwing the pass on the manager's desk, "I'm going to give that back and punish myself by paying my fare."

"Why?" asked the manager.

"Because I have been an infernal fool. The fare to Riverside is only 30 cents, and I hired a carriage for \$2 to come over here in the rain after this pass."

And this in turn recalls an incident which came under the writer's personal observation a few years ago.

A lobbyist at Springfield, Ill., who had been a railroad deadhead for many years, was called to his home, about forty miles from Chicago, by a telegram announcing the serious illness of his wife. When he reached Chicago it was late in the evening, and there was but one more train to his town that night. As he was waiting for train time he noticed that the conductor was a new man, whom he did not know, and then for the first time he called to mind the fact that he had left his annual pass over that road in his room at Springfield. Approaching the conductor, he introduced himself and told the circumstances; said that all the old conductors knew him, and he never had to show his pass, so he had been careless about it.

"I have no doubt it is all right," said the conductor, "but I cannot carry you."

"But," said the gentleman pleadingly, "my wife is very ill. I must go home on this train."

"I am sorry," replied the conductor, "but I cannot carry you."

"Is there anybody round here authorized to issue a pass? Anybody who will give me one?"

The conductor knew of nobody around the depot who had that authority.

"Well," said the lobbyist in despair, "I shall have to drive out there and I don't know the road, and it will take me all night any way."

The conductor was at last touched by the lobbyist's predicament and said:

"I can't carry you for nothing, but I will advance the money to you if ———."

"Thunder and lightning!" exclaimed the lobbyist, smiling all over. "I've got a thousand dollars in my pocket," and he ran off to buy a ticket. When he came back he said:

"Conductor, if you hadn't mentioned money I should never have thought of paying my fare. I had forgotten that I could travel on anything but a pass."

His fare was \$1.10.—*Washington Post.*

Do Children Pay.

Does a two-year old baby pay for itself up to the time it reaches that interesting age? Sometimes I think not. I thought so yesterday when my own baby slipped into my study and scrubbed the carpet and his best dress with my bottle of ink. He was playing in the coal-hod ten minutes after a clean dress was put on him, and later in the day he pasted fifty cents worth of postage stamps on the parlor wall, and poured a dollar's worth of the choicest white rose perfume out of the window "to see it wain."

Then he dug out the center of a nice baked loaf of cake, and was found in the middle of the dining room table, with the sugar bowl between his legs and most of the contents in his stomach.

He has already cost more than \$100 in doctor bills, and I feel that I am right in attributing my few gray hairs to the misery I endured while walking the floor with him at night during the first year of his life.

What has he ever done to pay me for that?

Ah! I hear his little feet pattering along out in the hall. I hear his little ripple of laughter because he has escaped from his mother, and has found his way up to my study at a forbidden hour. But the door is closed. The worthless little vagabond can't get in, and I won't open it for him. No, I won't. I can't be disturbed when I'm writing. He can just cry if he wants to; I won't be bothered; for—"rat, tat, tat," go his dimpled knuckles on the door. I sit in silence. "Rat, tat, tat."

I sit perfectly still.

"Papa."

No reply.

"Peeze, papa."

Grim silence.

"Baby tum in; peeze. papa."

He shall not come in.

"My papa."

I wrote on.

"Papa," says the little voice; "I lub my papa; peeze let baby in."

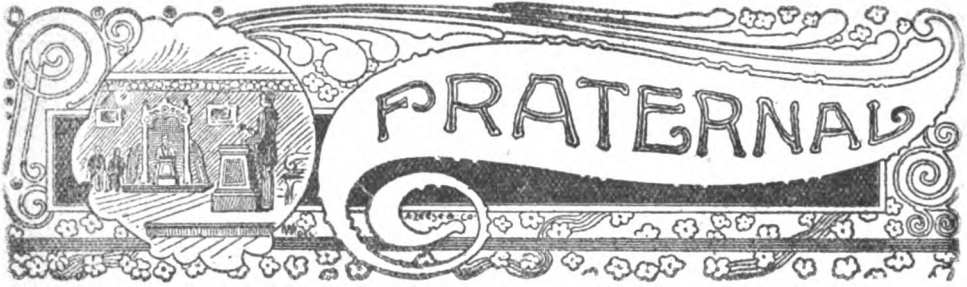
I am not quite a brute. and I throw open the door. In he comes; with outstretched little arms and laughing face. I caught him up in my arms and his warm, soft, little arms go around my neck, the not very clean little cheek laid close to mine, the baby voice says sweetly, "I lub my papa."

"Does he pay?"

Well, I guess he does! He has cost me many anxious days and nights. He has cost me time and money and self-sacrifice. He has cost me pain and sorrow. He has cost me much. But he has paid for it all again and again in whispering these three little words in my ear, "I lub my papa."

Our children pay when their first feeble little cries fill our hearts with the motherly love and fatherly love that ought never to fail among all earthly passions.

Do your children pay?—*Switchmen's Journal.*



ROODHOUSE, Ill. Dec. 13, 1891.

Editor Railway Conductor:

I will venture a few lines for publication in *THE CONDUCTOR* regarding Division 97 and Division 10 B. of R. C. Division 10 B. of R. C. is well pleased with the action of the commissioners elected at Louisville, Ky., to confer with the Order of Railway Conductors with a view to consolidation of the two associations, which was happily accomplished Oct. 8th, 1891, at Cedar Rapids, Iowa.

At a regular meeting of Division 97, and Division 10, as consolidated, at which there was a good attendance, the action of the Executive Board in conjunction with their Grand Chief, E. E. Clark, in reference to the consolidation, was *unanimously endorsed*. The best of feeling prevails here and harmony is the good result that has followed the consolidation. Division 97 will elect officers Saturday Dec. 19, for the ensuing year, and we hope that those who are selected to guide the affairs for the year, will take a sincere interest in their duties, and that all the members will assist the officers as much as they possibly can, in making Division 97 a banner division. With the new members now in No. 97 I bespeak for the Division a very bright and prosperous future. Yours truly, is one of the new members, and to the older ones it may look as though I have assumed too much in thus sending in a communication for publication concerning our Division. If there are no serious objections however, I will drop a line to *THE CONDUCTOR* semi-occasionally, to let the outside "brethren" know how we are progressing in this little hustling town of Roodhouse.

Yours fraternally,
W. E. S. GIBSON.

MONTGOMERY, Ala. Dec. 11, 1891.

Editor Railway Conductor:

Our annual election of officers took place yesterday, and as I have been chosen correspondent for Division No. 98, I suppose it is the right thing for me to inform you who they are, and I am glad to say that more interest was manifested in this

election looking to the good of the Order than has heretofore been the custom of our members. The boys turned out in goodly numbers, and made the evening one of strictly business and at the same time, a most pleasant occasion. Especially made pleasant by the presence of one of our members whose run has been such as to compel his absence for the past year. I speak of our good old Baptist Brother, Capt. I. C. Howard, a son of the old Tar Heel State, and a state has never sent forth a better christian or a more perfect conductor. It is our prayer that his pleasant manners and happy smile may greet the traveling public of the Western of Alabama, for many years to come.

After the usual ceremony of opening the Division, the election was in order. We proceeded to elect Wm. Nabors, C. C.; E. Markle, A. C. C.; J. C. Elliott, S. & T.; J. A. Haralson, S. C.; A. F. Brock, J. C.; R. A. Powell, I. S.; J. H. McCall, O. S. On the grievance committee we have, Wm. Nabors, chairman, A. F. Brock and Homer Carr. Delegate to the Grand Division, J. C. Elliott, alternate, Jesse Wadsworth.

With the above officers, our Division will continue to prosper. They are men of sterling worth and are heart and soul in the good work that we are proud to say seems to be getting more foothold every day. Bro. Clark's last monthly circular inspired each of us with new hope, as one by one we gain some good point. We have taken into the fold, sixteen new members in the last six or eight months, and a half-dozen applications on hand that will be put through before you hear from me again. Now, Division No. 98 joins me in wishing you a Merry Christmas and a Happy New Year.

I bid you adieu until another year.

Yours in P. F.,
J. R. ADAMS.

MEMPHIS, Tenn., January, 1892.

Editor Railway Conductor:

The writer in looking over the labor field is greatly encouraged by the increased interest that the laboring masses are taking to bring about or-

ganization among the laboring element. This question of labor organization comes home to every wage earner in this country and they are beginning to profit by the stern lessons taught them by dominant co-operative organized capital. A close survey of the world of capital, we find in all ages and at all times they have been organized, nor does sectional or national issue keep them apart. Capital knows all languages, it is not foreign or inimical to its own interests, it makes no odds in what land you find it, it is always in close touch with the strong monied markets of the world, and all joining to make itself stronger and bringing into its powerful grasp to do its bidding, not only the laboring masses, but the governments of the earth, and now-a-days we find in this country a close and almost inseparable connection between the money Barons of this country centered in Wall street New York, and the money changers of Lombard street in England, and to the disgrace of the American people and to the misfortune of our laboring classes you find by far too large a number of our representatives in congress going over to corporate capital and framing such laws as aids the soulless money changers in their work of confiscation of the laborer's honest toil. Laws are made so they tell us, to aid capital, but none made in the interest of labor. They, the toiling masses, produce our wealth, but like the Egyptians, our law-makers will see to it that you fellow laborers do not hold it. We are told that capital is very sensitive, and those that control it are the very souls of honor. Surely you will be compelled to burn history, for there are too many proofs against this organized monster, it is delicate only when caught in the act of organized vandalism and oppression. When it profits by so doing it defies and disobeys the law, and when threatened with retribution it falls very low and humbly implores the law's protection as against any act of the laboring masses. In times of war and great danger this most dastardly coward hides himself, and sends out missionaries to the poor man to defend the nation's honor and uphold her flag. Then, and then only are the laboring masses heroes, while war lasts and when peace, glorious peace is restored and corporate capital tells you it was a rich man's war but a poor man's fight, and at once sets about the shortest and surest way to keep you in poverty.

Reader, you ask the solution to all this trouble. I answer, co-operation, consolidation of your great communities of interests, and especially do I appeal to our railroad employes to co-operate and to organize at once under a strict class organization of the various branches of the railway service, and then let federation follow, and you will

surely solve the vexed question, and it must be done quickly. I am very sure that the rank and file of our railroad employes are in line and are pleading for class organization of railroad men and for the federation and the formation of a supreme council, but I fear the grand officers of the various railroad organizations are not in line, and in plain old Anglo-Saxon, are not in full sympathy with their men in the Orders, and think their men are acting too hasty. You gentlemen, as the heads of these railroad labor organizations must fall in line and if you can't lead we will find men who can and will lead. This is a move in the interest of humanity, right and justice, it is a question that will not down at a nod or even a threat. I tell you 745,000 railroad employes of this country are aligging for co-operation and federation. I am sure that there are some grand officers of the various railroad organizations in line and in full accord with their men in this great onward movement for the betterment of railway employes, believing that federation will be not only beneficial to employes, but equally so to the employer. And as a proof of this I am pleased to quote from Mr. Moses Oppenheimer, who is an honest friend of labor. (Mr. Oppenheimer's wife owns quite largely of New York Central Railroad stock.) "He says that no corporation has the right to prevent its employes from organizing, and that employes deprived of this right naturally become hostile to their employers and look to revolutionary measures for relief." The right to organize cannot be granted to one class of our citizens and taken away from another. If the railroad corporations organize for mutual protection, why not the employes, the engineers, conductors, firemen, switchmen, car inspectors brakemen and others of the wheel. I answer that it is our right, and it is absolutely necessary to our existence. The greatest burden of the railway employes to-day is poverty. The large majority of our railroad employes are barely able to support themselves by their labor. The fear of constant poverty makes craven the hearts of many of our railroad laborers, and well may they have this fear, this dread, for to-day near two million of honest people are out of employment in this land of the poor and home of the Baron. I say to railroad employes, extricate yourselves from this maelstrom of corporate oppression. I read in the public prints that the Southern Pacific Barons demanded that their telegraphers should be their slaves, and to make good and binding that slavery demanded that these men go before a notary public and make oath that they are not now, nor never would be members of the Order of Railway Telegraphers or any other telegraphic organization, and with its usual promptness Jay

JACKSON, Dec. 20, 1891.

Gould's Western Union Telegraph Company came to the rescue of the Southern Pacific and the Western Union men were notified that if they refused to do the work that they would be discharged and black listed, but like free and honest men the Southern Pacific operators refused to take the oath and walked out, and but seven of the Western Union men at El Paso, were found to be white slaves. This is the act of organized corporate capital. It is right for them to organize but wrong and criminal for their men to organize, and they will as usual invoke the law to compel their men to do their bidding and join Lady Wilson of the L. N. O. & T. R. R. asking congress to pass a law compelling men to work at wages named by corporations. You may find justice in the heart of the Highwayman but not in corporate capital.

"The armies of organized labor must understand that while they may be called upon to fight battles, lead forlorn hopes, hold forts and vantage grounds, the present is pre-eminently the time for education. The lodge rooms should be the school rooms." The above is from the pen of E. V. Debs. one of the truest friends of organized labor extant.

This advice should go home to the heart of every O. R. C. man, for I tell you candidly brethren, too many of you neglect your lodge room. Get into line, join in the procession that are in line and are working to better the condition of our toiling masses, and if you find a craven hearted conductor that has not courage for the battle, ask him to go to the rear and thereby proclaim his cowardice. The word is to the front.

Federation, liberation, justice and equity for employes and employers, and let the railroad employes be each for all and all for each. They must save themselves or perish. Let us educate ourselves in the lodge rooms that we may educate others, and all join in aiding and upholding and demanding justice for the vast army of the laboring classes of our country. Remember the toiling masses of our land must rescue themselves, if they do not find a Moses in their own ranks, they will not find him among the land and money Barons. Think of your wives and children. To-day capital in this country is stealing the bloom from the cheeks of thousands of your children and robbing them of health, by overwork in factories, and all for a bare existence, (not a living) It is criminally wrong and should be stopped by law. Then arouse yourselves, act, think and work for the betterment of yourselves, your family and humanity. Co-operate and federate, and when labor will join hands as does capital it will date a grand and memorable epoch in our country's history. Be true to yourselves, God and country.

FEDERATE.

Editor Railway Conductor:

DEAR SIR: Sometime has elapsed since I have seen anything in your valuable journal about Jackson Division 149. But nevertheless, we are in it, and as Bro. Alexander says, we expect to be in it whenever we are heard from. We have a Division that we are proud of, and whenever Saturday night comes, just that sure we have a meeting and take in from one to three new members. A few nights since Bros. J. L. Cannon and E. E. Andrews, from Memphis Division of the B. R. C. 65, joined our ranks and will make us two hustling members. They are employed on the Cairo section of the I. C., the banner division. We had an election of officers last Saturday night, had a good attendance both from the M. & O. and I. C. Some time ago Bro. W. N. Harris gave the boys a sound talk on the constitution and by-laws, and reminded each of his duty in regard to attending more promptly. It had a good effect on all. Will give you a list of new officers with Bro. F. P. Long in the chair. Division was opened promptly at 7:30. Bro. J. D. Morgan was nominated for chief conductor and was elected without a struggle. Bro. J. C. Martin next followed as assistant, Bro. Russell, J. C.; Bro. Y. B. Harris, S. C.; Bro. Lunsden, I. S., and last but not least Capt. Boonville Muse was put in as O. S. Bro. J. E. Barry, better known among the boys as "Baldy," was elected to the same office he has held so long and managed to the satisfaction of all, secretary and treasurer. John suits the boys where he is, and is on a run that he can be on hand every meeting night. Bro. Will Murphy holds the same office that he has served us so faithfully in, and we could not find a better one, chairman of grievance committee. We congratulate Bro. L. M. Williams on his promotion. Louis what will the ladies say, I know you will be missed by them, and Division 149, mourns the loss of a valuable member, and hope you can arrange to visit us often. Bro. Williams has been assigned to run the pay car over the Southern lines. Bro. V. F. Prewett is still with us and is an Order man of the true stuff, met him to-day and he looked younger by 10 years. Now Bro. Daniels, if I undertook to mention all our good members both on the M. & O. and I. C., it would take up too much space. Will say in conclusion we are all well pleased with our schedule of pay which went into effect Dec. 1st. Now Mr. editor, I am very green in writing as you can see by this, but I have waited so long to hear from some one of our Division and have not, that I have made the attempt myself. Hoping to see this in THE CONDUCTOR, with best wishes for all, I am yours in P. F.,

MOSE.

The Editor Stuff "Club" bed.

TOPEKA, KAN. Dec. 28, 1891.

To the Editor.

I was glad to find my communication given space in the December number of THE CONDUCTOR.

In your criticism of my article, however, you are unfair to me and make statements which I do not think the facts in the case will warrant. I will ask your indulgence once more for space in which to correct some of your misstatements, and promise with this to close the discussion or controversy so far as I am concerned.

That I may be perfectly fair to you and the readers of THE CONDUCTOR, I will first give the personal letter addressed to you transmitting the communication, which reads as follows:

"I enclose you herewith an article which I hope to see in the columns of THE CONDUCTOR at an early day that the railway employes of Kansas, and especially those of the Order may be vindicated; we feel that you have wronged us in your editorial efforts, and that you have singled out the employes of Kansas in both your articles for remark; and we now seek redress through the same channel, and feel that we are entitled to it, by reason of our membership in the Order, and the ownership of THE CONDUCTOR by the same.

I have submitted the article to a number of our most thoughtful and conservative members of the Order, and they fully concur in all that I have written, and join me in the request that it be published by you. Should you decline to give it space in your columns, please return the manuscript to me at your earliest convenience together with your reason for declining it, that we may seek vindication through the *Railway Age*, or some other like reputable railway journal.

Yours in P. F.,
W. M. MITCHELL."

The contents of the above letter, which was intended for the editor, and not for the public, seems to have worried Brother Daniels more than the communication itself, judging from the amount of space devoted to its review.

I have no apology to offer for either the letter addressed to the public or the one addressed to Mr. Daniels, they are both in "cold type" and the writer is willing to stand or fall on their merits. I will say, however, that at no time had I the desire or intention to reflect upon either THE CONDUCTOR, *Firemen's Magazine*, *Trainmen's Journal* or *Switchmen's Journal*. The extract in the personal letter to Brother Daniels which he published with reference to the *Railway Age* was designed to act in the same capacity to Brother Daniels, as a "red flag" to a Spanish bovine, and it seemingly had the desired effect.

With so much for the personal note, I will now ask Brother Daniels in all candor what meaning he intended to convey in the article entitled "Legislative Scare Crow" in THE CONDUCTOR of

July, 1891, on page 424, where, referring to the railway employes of Kansas, you say: "It is no particular wonder that legislation requested by railway employes in Kansas, failed, when the first thing that they did was to antagonize the farming and shipping interests by opposing legislative control of railway rates." You give us credit with enough stubbornness to not be driven to such opposition by the companies, but say "they were simply *deluded* and *cajoled* into thinking that the farmers wished to ruin the railroads." I could quote numerous cute sayings of yours of like tenor if necessary with reference to Kansas railway employes. "We regret that anyone should consider a statement of *facts* as to Kansas an insult," etc.,

Oh no, it's not an insult to be told that you can be "deluded and cajoled" into the belief that the "Moon is made of green cheese"—this is truly refreshing Brother Daniels—kick a man and then tell him it don't count. "Where is thy sting?"

You certainly are magnanimous in giving us credit for our being so pig-headed that the companies could not drive us under the lash; but following that you do not fail to hit us a rap with our inability to take care of our political affairs, and like the pig, through our lack of brains, be "deluded and cajoled." I presume you got your information relative to the committee of railway employes, from congressman John Davis's article that you reproduced in the November number of THE CONDUCTOR, where he says: "Men calling themselves railroad engineers, opposed any and all reforms looking toward railroad legislation." This calamity slush by John Davis is no new thing to the railway employes in Kansas—we have heard his music for 10 these many months, there are few men in Kansas—in fact there is no public man—who is so well known to railway employes as John Davis. His many pledges and promises during the campaign of 1890 made him famous with our boys, while his famous House bill No. 581, that he got up, made him infamous. My former communication contained extracts of the provisions of that bill. I only wish every railway employé could be provided with a copy of the bill, it would at least convince every fair-minded reader, that John Davis and his party are not the friends of the railway employes. He is the man that told our committee that if they refused to endorse this bill and work for its passage, and they ever had trouble with the companies and went out on a strike, that he would furnish five men for every one of their places. He is the man that told our committee that railway men got fifty per cent. more money for their services than they should get, and that that was the reason why the farmer had to pay so much to get their produce to mar-

ket, and that they were here for the purpose of reducing their salaries.

The railway employes of Kansas know this Hon. John too well to be fooled any longer by his calamity yelp. We have hundreds of men among the railway employes of Kansas who are capable of handling our political affairs without the help of this band of rainbow chasers, made up of

Men without honor, men without socks,
Men without brains, men without "rocks,"

whose record would shine and stink, and stink and shine like a decayed mackerel by moonlight.

You have given us column after column of Anti-Railway Employes Club slush, and have never lost an opportunity to eulogize a calamity writer, and yet the "Club," like Banquo's ghost, "will not down"—it still lives and flourishes. The press reports where the State Club of Iowa has just held an enthusiastic meeting at Des Moines, with an attendance of about 200 delegates. I was also told by a brother conductor, who manipulates a bell-cord on the C. & N. W. Ry., that they elected a member of the Order as president of the "Club" for Iowa. So, Brother Daniels, you may as well submit to the inevitable, and descend from your admiring perch of John Davis, C. Wood Davis, or Basswood Davis, and their calamity crew, who openly declare for Governmental or State control and ownership of rail ways, and that, too, without the procedure of purchase and sale. The railway employes are not in favor of Governmental ownership of railroads and hence are not admirers of these confiscators of private property and repudiators of honest debts; and they will continue to wield the "Club" in their own behalf (not the companies', exclusively,) to defeat such ends.

When you attempt, with prophetic vision, to cast the horoscope of the Railway Employes Club, and predict its downfall and disgrace, you do the railway employes' ability and persistence a gross injustice!

For fear that you may fall into another error, which you seem to have the faculty of doing so innocently, I will say that I am not a member of the Employes Club, for reasons I do not see fit to give here; but I know a good thing when I see it, and I know that the "Club" in Kansas is not manipulated by the railway companies, or their officers—it might enlighten you some to know that an officer of a railroad cannot become a member of the "Club." No one familiar with the workings of the "Club," questions for a minute the vast amount of good resulting from the organization.

I do not contribute this with the hope of converting the editor, for the adage is as true as it is

old, that "A man convinced against his will is of the same opinion still;" but I do it for the purpose of showing to the readers of THE CONDUCTOR that "Brer" Daniels does not voice the sentiment of the entire fraternity of conductors when he indulges his graphic pen in Anti-Club, Railway Calamity, "Soulless Corporations" and inconsistencies, such as the following from THE CONDUCTOR of February, 15th, 1891:

"In the States of Illinois and Indiana, railway employes have an opportunity to make their influence felt in a way that will be of benefit to one and all. There is pending in the legislatures of both States a bill making railway companies liable for injury caused by the negligence of co-employes, and it is to be sincerely hoped that all will take occasion to impress upon the minds of members representing them that this is legislation that is just, is needed, and that it must be had, or those who are responsible for its defeat will be made to feel the effect."

I now quote from THE CONDUCTOR of July, 1891.

"We note that in Kansas, as in some other States, there is a feeling of opposition between employes and farmers, *this is all wrong*. * * * Don't join in the cry of confiscation, because some railway officer or attorney asks you to."

From THE CONDUCTOR of December, 1891.

"We certainly do advise against creating antagonism between the railway employes and the Farmers' Alliance."

As you say, "This has no uncertain sound." First you advise the railway employes to concentrate their forces for the purpose of securing needed legislation, and counsel them to *punish those who defeat their bills*; and then follow up the idea by *discouraging the same thing* as to the Kansas employes, and ridicule their efforts in the same line when they fail; because in the Kansas mens case they are contending with *alleged* farmer (?) politicians. The railway employes have no issue with the *true farmer*; but they do take issue with these John Davis, Jerry Simpson and Peffer's, who farm with their mouths, and would work the farmer as soon as the railroad man.

"Oh, consistency," etc., The employes Kansas can hear and understand, and when we are told by the Davises that the ultimatum of all this calamity means Governmental control of railroads, and that to prevent the perpetuation of any one political party in power they would uniform all the employes and *disfranchise* them during their term of service; there is no uncertain sound about this, either, and when laid down in plain English, even a railway employe in Kansas does not need a railroad officer or attorney to "delude or cajole" them into protecting their own interests. They can see for themselves that men who hold such views as the Davises or their admirers are not their

Messiah, and will refuse absolutely to join in their "ghost dance."

In conclusion, I will add that "Brother Mitchell's" temper has always been at a normal temperature, and that it is his opinion that "cold facts" and "cold type" harmonize exceedingly well.

Yours in P. F.,

W. M. MITCHELL.

Member Division 245, O. R. C.

TEKOA, WASH., Dec. 14, 1891.

The following resolution was unanimously adopted by Tekoa Division 285, Dec. 13.

Resolved, That Tekoa Division 285 heartily endorse the action of the joint commission of the O. R. C. and the B. R. C. at Cedar Rapids, Ia., Oct. 8, in effecting the consolidation of the two Orders, and that we earnestly hope the day is not far distant when there will be but one organization of trainmen in America. And, that a copy of this be sent to THE CONDUCTOR for publication.

"P."

DENNISON, OHIO, Dec., 1891.

Editor Railway Conductor:

As time and tide have made many changes, we desire to have the pleasure of seeing an item in THE CONDUCTOR concerning Dennison Division 278. We have been patiently waiting for our corresponding secretary to send you a little information, but as his time is occupied in other business, we will excuse him for not doing so. As for myself I am a very poor writer, but will endeavor to send you a few ideas as to how everything is progressing. As I said in starting the subject, time and tide have made great changes. The time has come when the railway conductor, who after a bitter experience as a brakeman, suffering from cold, hunger and fatigue, has at last been promoted to the position of a conductor. And for what purpose? This is the question we must carefully study. A great many remark, "what a nice position, conductor on a train." How little they know of the trials and troubles we have to contend with. We have new brakemen to learn the road, we very often have to control our train descending heavy grades and in general we are in hot water, so to speak, from the time we start until we arrive at the end of our trip, and nine times out of ten should any accident occur, the poor unfortunate conductor, after all those hardships, trying faithfully to perform his duty, exposing himself to all kinds of weather, receives a notice from his superior officer that he is discharged. Calling on his superior officer, he asks him for a letter of recommendation. What

answer does he receive? No sir, we cannot recommend a man who neglected his work as you have done. Downhearted this unfortunate conductor seeks employment on different roads. The various trainmasters will ask, have you any credentials? No sir, I had a bad wreck—That will do we have no use for you here. Here is an example which we very often see. Here is a conductor, who after eight or ten years experience, never had but one bad wreck, and that one the fault of others, has been discharged, turned away from his position without even a letter, showing how long he had been employed. He studies the matter over, thinking he may yet meet with success but is greatly disappointed as everyone he asks for assistance, gives him a cool reply. In wandering around he sees an old comrad walking down street. Here is Tom Smith I'll see if he can't do something for me. "Good morning Tom" "Good morning Charley, how are you getting along?" Miserable, Tom, miserable, I have tried seven different roads to-day and made no success and thought I would ask you for a helping hand. You know when you were a brakeman on my train, I always used you well and since you were promoted I understand you are highly respected by your employers and your fellow men." "Yes Charley, I always liked to make friends but did not know what friendship was until I joined the Order of Railway Conductors. When a brakeman on your train I tried to induce you to join them, but you would not give ear to what I said. I was discharged four years ago the same as you were, came over here and learned the road, and took charge of a train in two months, thanks to my fellow brothers for helping me along. But as you are not an Order man, I cannot recommend you, as some of my brothers may need my assistance in the near future and my advice to you is this, if you intend to continue railroading, you had better join the Order if you wish to have friends of good influence." Dear reader, you no doubt have seen examples of this kind. We will now look at the tide and see what it has brought in. One short year ago the Pittsburg Division had very few Order men, but what we had were diamonds of the first water as the result will show. How do we stand to-day? We have upwards of seventy-five members in good standing and feel safe in saying, that in one year from the present time we will be thoroughly organized and those conductors that are holding back will be asking us for a helping hand to draw them from the surging tide they have been floating on in the days gone by. In conclusion I will say that I have given you a small idea how everything is progressing at the present time and feel happy to remark that

the change in the future will be greater than in the past, and as a close observer I will state that the day is approaching when Dennison Division 278 will stand second to none, as all the members are gentleman in every respect and a credit to the Order of Railway Conductors. Bidding you adieu I will say that everything is lovely and the goose hangs high.

Yours in P. F.,
BUD.

here chalk a vote for annual meetings which I hope all other divisions will do likewise.

A word about Div. 205 and I am done. We are getting along very nicely at present, five new candidates since my last letter, also better attendance at meetings, which I hope will continue as we will elect officers next Sunday and want them all present.

Yours in P. F.,
DIV. 205.

At a special meeting of Division No. 26 O. R. C. the following resolution was read and adopted and at the regular meeting of said Order the same was duly endorsed and ordered spread upon the records.

WHEREAS, It has come to our knowledge that dissatisfaction exists, in regard to the late consolidation entered into at Cedar Rapids between the Commission of the Brotherhood and the grand officers of the O. R. C. Therefore be it

Resolved, That we jointly and severally endorse and approve the action of said commission and grand officers in bringing about said consolidation, believing it will redound to the best interests of the conductors of this land. For in union is strength and if all stand together firm, laboring for the best interests of the organization, success and prosperity will crown our efforts. Believing in such union we hereby pledge ourselves to render all assistance in our power, to strive to bring all the conductors in America into one organization.

WM. MATTISON, C. C. Div. 26 B. R. C.
F. J. STOUT, C. C. Div. 26 O. R. C.

PORTS, Dec. 23, 1891.

Editor Railway Conductor:

I received my journal this a. m. and while reading over the fraternal section, a communication struck me as being the proper thing. I agree with Brother Excelsior in every sense of the word. First, there will be new legislation needed to govern the consolidated body which should be enacted at once. Second, the railway companies will be loath to let those men off for ten days to attend the grand session in '93 and the attendance may not be such as we would wish it to be in view of the Exposition as Bro. Excelsior portrays it. Third, the question of Federation with a vast amount of pro and con argument as to who shall constitute the federated body. I do not agree with Brother Federate who writes from Memphis, Tenn., as I think the chain which he proposes to link together will be too long by two or three links at least. I think that annual meetings are more beneficial than otherwise and will

DES MOINES, IOWA, Dec. 29, 1891.

Editor Railway Conductor:

Division 38 convened on the 27th inst. and elected the following brothers to office for the ensuing year: Howard Case, C. C.; Gordon Fox, A. C. C.; E. J. Cavanaugh, S. and T.; N. B. Evans, S. C.; G. G. Phillips, J. C.; Wm. Milby, I. S.; J. J. Shields, O. S.

The division is flourishing admirably, and with Mr. Case that grand and tireless worker for the Order, as chief conductor, we expect to flourish even greater than the proverbial Green Bay tree in the twelve months to come. It is indeed pleasing to note that our division has taken on new life and every shoulder is now to the wheel for the purpose of making this branch of the Order to fitly represent the largest city in Iowa.

The anticipated event that we are now making preparations for, and which is to mark the beginning of the coming year's festivities as arranged by Division 38, is a fancy ball to be given some time in the latter part of January. It is intended that this shall be the capsheaf of all events of this kind ever before attempted here, and that is setting the stakes pretty high. However, the management is in such hands as will justify the presumption, so just wait and see.

A careful reading of THE CONDUCTOR for the year last passed, develops the inexcusable fact that 38 has furnished but one correspondent in all that time. We promise to see to it that in this direction we will sin no more.

With best wishes for the divisions individually, and the Order generally, yours for Federation,

ANON.

BALTIMORE, MD, Dec. 23, 1891.

Editor Railway Conductor:

At our last meeting Collins Division No. 5 decided that I should be division correspondent. Now in order not to disappoint the members I will hasten to write one letter for the journal

Our division is prospering in every respect, we are adding new members to our list at every meeting and of the very best material. We have elected our officers for the ensuing year and made

out our time card for the movement of our trains. Next year promises to be a prosperous one for our division. We number now 105 members in good standing, and we expect to add all the good material running into Baltimore before the year ends. Several of our members have been transferred to other divisions more convenient to their runs, and we have been holding our standard number for several months. We have plenty of business to keep us busy at every meeting but we never get tired of well doing, our meetings are well attended and our brothers are working in earnest for the advancement of our division. We leave on prompt schedule time but generally arrive very late owing to so many new trains on the road. I read with pleasure a letter in this month's CONDUCTOR from Excelsior who thinks the grand division should meet in May 1892. I am of the same opinion, for it seems to me the important business concerning the Order at this time demands prompt action by the grand division.

This great question of Federation has been talked of long enough and should be settled. There are great many different opinions on Federation, as you are well aware, but in this neck of the woods we are in favor of system Federation with B. & L. E., B. of L. F. and B. of R. T., when the latter becomes properly organized on their respective systems. Mr. Editor, before I close I want to congratulate the grand officers of the O. R. C. in their good judgment in marrying the B. of R. C.

Yours in P. F.,
L.

Division 66.

The annual meeting of Pine Tree Division of the Order of Railway Conductors was held in this city yesterday afternoon, following which the members with their wives dined at the Falmouth at 5:30, sitting down to one of Landlord Martin's best dinners.

The company numbered 125 persons and was one of the jolliest family parties that have been entertained within the hospitable walls of the Falmouth for a long time. A pleasing event that took place just before the dinner hour was the presentation of a silk banner to the division by the ladies. The banner is a beautiful piece of work. It was made in Columbus, Ohio, and cost \$125. One side is pale yellow silk ornamented with emblematical designs and inscribed "Pine Tree Division, No. 66, Order of Railway Conductors, Portland, Maine. The other side is blue and inscribed in gold letters "Perpetual Friendship." The presentation speech was made by Mrs. Buck, wife of Conductor C. A. Buck, of the Maine Central road.

The officers elected at the annual meeting were: Chief Conductor--Wellington Sprague, Auburn. Assistant Chief Conductor--A. A. Berry, Portland.

Secretary-Treasurer--S. S. Cahill, Brunswick. S. C.--C. B. Pratt, Portland.

J. C.--F. H. Cleaves, Portland.

I. S.--George Barbour, Portland.

O. S.--J. B. Chandler, Portland.

The officers were installed at a public meeting held in Rossini Hall beginning at 7:30 in the evening. District Grand Chief Conductor W. R. Mooney of New England Division No. 157, acted as installing officer and C. D. Baker of Boston Division No. 122, acted as grand marshal.

The audience that witnessed the installing ceremonies was a large one for the capacity of the hall. Many ladies were present in the audience as were prominent railroad officials from the general offices in the city. The installing ceremony was very interestingly performed. Some portions of its ritual seemed to have been borrowed from the Free Masons as the phraseology in certain portions was nearly identical with that used in public services of the latter order. Following the installing ceremony the following musical and literary program was given.

In Absence.....	Buck.
	Schubert Quartette.
Recitation--Asleep at the Switch.....	
	Miss Edith C. Berry
Banjo Selections.....	
[a] Wedding Bells.....	
[b] Home, Sweet Home.....	
	Miss Hattie A. Gould
Hymn--Eternity.....	
Chant--Arise, Shine.....	
	Schubert Quartette.

Agent Cahill was taken by surprise during the latter part of the evening, when a small table on which was arranged a costly silver tea service, was brought in from the ante-room and he was told that it all belonged to him. Chief Conductor Sprague in presenting the tea service, informed the astonished recipient that it was a present from the division in recognition of his long and able services as secretary and treasurer.

Mr. Cahill tried to respond in appropriate terms, but gave it up after two attempts, and finally was let off on a promise to make a speech at the next meeting.

Mr. Sprague redeemed the promise he made the ladies at the afternoon meeting, and in behalf of the division made a neat speech of thanks to them for the present of the elegant banner.

Following the musical program, a short address upon the objects and purposes of the Order was made by District Grand Chief Conductor, W. R. Mooney. One of the most interesting

points made in the address was a statement of the fact that during the last ten years the Order has paid out in beneficial funds to the widows and orphans of deceased members an average of \$150,000 per year.

A brief and witty speech was made by Grand Marshal C. D. Baker. The meeting was then closed.

As many of the members and their ladies were to leave for their homes in other parts of the state by the late evening train, the closing of the division meeting did not mean a departure from the hall, but nearly all remained for an hour and a half longer passing the time in social converse, and general good fellowship. The meeting was one of the pleasantest and most social that the division has ever enjoyed.—*Exchange*.

Mr. J. Q. Hicks, Gen. Yard Master, Big 4, R. R., Indianapolis, Ind.

DEAR SIR AND BRO.:—I promised to write you again relative to the safety appliance question and to give you my views relative to matters connected with it very soon after my return from New York, where at your request I represented the Yard Master's Association before the committee of R. R. State Commissioners to give my views on the great need of uniformity in an automatic draw bar and other safety appliances for R. R. cars. There seems to be a feeling of a don't care character on the part of a great number of railroad employes as regards safety appliances for R. R. cars. I regret to have to state this, yet nevertheless it is the truth. I found at the meeting quite a number of railway general managers, superintendents, master mechanics and master car builders, but the brakemen, switchmen, yardmasters, conductors, engineers and firemen, men that should be the most interested in this meeting and the matter before it, were few in attendance. What does this mean? I can only explain their absence by stating they have become thoroughly discouraged and disgusted. But I do not consider that the expressions given there at the meeting by the small number of employes was a fair test of the feeling of the railway employes in general on this great matter. If I thought so I can assure you I would feel very much off the track in my efforts for what I earnestly believe is for the welfare of my railway comrades. I am aware that our men did not express themselves on the matter before the committee as I would have desired they should, yet I can see a reason for them not doing so. To express myself in a few words I will say they were at sea; they were bewildered. You ask me why? I answer you: The great number and variety of

draw bars now in use on the great number of cars used in railway traffic has completely discouraged and disgusted the practical railway man. His suggestions have been thrown aside, his pleading has been in vain. His practical knowledge on matters that are very essential to his welfare have been poohed at, and he now feels that the whole matter of safety appliances is taken out of his hands and placed in the hands of a lot of inexperienced patent right leaches and vultures who go about seeking whom they may devour with their impracticable devices.

It is experimenting with the railroad employe's life and limb to allow these different and numerous devices to be placed on cars. Protest after protest has gone in to the general managers, yet it would seem they do not heed the protest.

Many of the railroads have hundreds of different kinds of draw bars attached to these cars. Yard men suffer more on this account than any other branch of the railroad service. When the switchman cuts off a car his helper, who is expected to make the coupling, knows not what kind of a draw bar is coming toward him to couple on to. Well may they cry out: "O, Lord, how long are we to plead for safety?"

My dear friend you can readily see how simple the remedy. What is it? Uniformity, legislation by congress and enforcement of the law. How shall we arrive at what is the best appliance to be adopted. Let each railroad labor organization appoint a committee of two to meet with like committee of general managers, master mechanics and master car builders. Select the best devices, make a test of them, adopt them, make their report, have a bill formulated and presented to congress, and I assure you the railroad men of this country will see that congress will pass the bill. We have no doubt but what the president will sign it, then we have a law.

John, you and I have lived long enough to have witnessed several awful plagues that have come upon our country; we have also seen with what promptness state and national governments used the power to stay the spread of these plagues. Money and means were readily provided and all done that could be done to stay the dread pestilence. Yet to-day, and for years past, a greater plague than yellow fever or cholera has been spreading among those whom it has been our lot to mingle, to work and associate with most of the years of our life. A plague that few of our number escape from. Loss of life and mangled limbs have we become accustomed to see while engaged in our hazardous duties. The procession grows larger. After the maimed come another long line, a procession of widows, orphans, mothers,

fathers, brothers and sisters who mourn the loss of those dear to them who have gone down before this awful plague, this death dealing draw bar—man killing and blood getting dead wood. I will not go into any detail at this time as to the financial part of this draw bar question, that I have, I think, made plain in an article furnished the press some time ago, wherein I stated that the expense of change of draw bars was little compared to the amounts paid by railroad companies for damage suits caused by the various dangerous devices. I am now confident that the majority of railroad companies are in favor of safety appliances. It is the minority that makes the trouble.

How many more meetings must we attend; how often are we expected to give our views and tell the story of our experiences with those dangerous devices. Have we in years past not told the members of our state legislature our grievances, have we not pleaded with them to right the wrongs that the railroad men suffer, have we not seen them turn the deaf ear and with the wag of the head make light of our troubles. Now, in the name of many thousands of railroad employes I make the appeal, let us turn to congress for help, and we will see what we will see, what we ask for, what we desire and that we will have, justice.

Since I commenced to write you this letter President Harrison has sent his message to congress. I now have the evening paper before me with the message published in full in it. I find that for the third time he has called the attention of congress to the matter I have written to you about in my letter. He has not been unmindful of these men whose daily occupation is not only one of hard toil but extremely hazardous.

Truthful words manfully spoken. Read what he has to say on this great question.

"I have twice before urgently called the attention of congress to the necessity of legislation for the protection of the lives of railroad employes, but nothing has yet been done. During the year ending June 30, 1890, 369 brakemen were killed and 7,841 maimed while engaged in coupling cars. The total number of railroad employes killed during the year was 2,451, and the number injured 22,390. This is a cruel and largely needless sacrifice. The government is spending nearly one million dollars annually to save the lives of shipwrecked seamen; every steam vessel is rigidly inspected and required to adopt the most approved safety appliances. All this is good; but how shall we excuse the lack of interest and effort in behalf of this army of brave young men who in our land commerce are being sacrificed every year by the continued use of antiquated and dangerous appliances? A law requiring of every railroad engaged in interstate commerce the equip-

ment each year of a given per cent. of its freight cars with automatic couplers and air brakes, would compel an agreement between the roads as to the kind of brakes and couplers to be used, and would very soon and very greatly reduce the present fearful death rate among railroad employes."

Will congress harken to these words and take action? We await their deliberations and the result.

Your friend,

A. D. SHAW.

EVANSVILLE, IND., Dec. 27, 1891.

To the Editor of the Conductor:

On Sunday, Dec. 27th, I reorganized B. R. C. Division No. 33, into Division No. 315 of the Order. This division had 41 members in good standing on its books when the division closed, and at the reorganization to-day there were present 20. After the division was duly constituted in accordance with law, the following officers were elected for the ensuing year: C. C., G. W. Lovejoy, 121 South 13th street, Terre Haute, Ind.; A. C. C., F. M. Albin; S. and T., J. N. Frost, 420 Upper 6th street, Evansville, Ind.; S. C., W. L. Farmer; J. C., W. I. Palmer; I. S., William Hart; O. S., J. E. Carter; Division Committee: Geo. Lovejoy, Ed Hardy, W. J. Palmer. The name of the division is Evansville, No. 315, and they will meet on the 2d and 4th Sundays in each month at 2 p. m., in A. O. U. W. hall, corner of Third and Main streets. The officers were regularly installed, Brother Kennedy, of Division 89, acting as marshal.

I believe that Division 315, will in a few months, number at least 60 members. They have a fair field to draw from being represented on the E. & T. H., P. D. & E. and L. & N. If any of the Brothers can find the time to visit Division 315, they will find a fine lot of men and will be cordially received and hospitably entertained; their latch string is always on the outside.

Yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

TUCSON, ARIZONIA, Dec. 12, 1891.

Editor Railway Conductor:

Just finished organizing San Xavier Division No. 313, with the following staff: C. C., Lewis Davis; A. C. C., J. K. Gorman; S. and T., A. E. Carne, box 133, Tucson, Ariz.; S. C., W. A. Ensign; J. C., L. C. Huoy; I. S., T. H. McKean.

They start out in good shape and will soon be a strong division, as there are many here just waiting for a division to be formed. Was unable to get all in who were on the list owing to press of business.

Yours in P. F.,

GARRETSON, G. S. C.



The *Firemen's Magazine* for January comes to us with a new cover, new title page and new dress throughout and we are glad to see this evidence of our neighbor's prosperity.

The Mid-Winter edition of the *San José Daily Mercury* is a specimen of California enterprise. It is a 44 page paper, profusely illustrated and is history of that portion of the state.

The *Taylor Weekly Texan* comes to us with a railroad department in charge of Brother W. S. Carter, a member of the B of L F., and the copy before us indicates that the publishers of the *Texan* have selected the right man when they chose Brother Carter.

The *American Mason*, a masonic weekly published by the American Mason Publishing Co., at Chicago, Ill., is a paper of much interest to the craft, and one that should be read by every mason in the northwest. The price is only one dollar a year. Address 119 LaSalle street, Chicago.

The *Trainmen's Journal* comes to us for January with the name of Bro. D. L. Cease as editor and in a brief introductory, he expresses a determination to labor for the welfare of the organization and the journal. The one thing in the January number which we feel inclined to criticize, is "The Conspiracy Again." "The war of the revolution" being "over" Bro. Cease, why not stop shooting?

Locomotive Engineering comes to us under its new title enlarged and improved in various ways. It is very evident that Brer' Hill and Brer' Sinclair intend to be near the front of the procession in railway publications. It will suffer from our scissors and our readers will profit thereby, but we hope that will not prevent them from sending a couple of dollars for the paper; all who do so will get their money's worth.

Outing for January opens with a delightfully interesting story—"The Bear's Head Brooch," by Ernest Ingersoll. The scene is laid in Colorado during the early seventies, and an episode of a prospector's life is well treated. Numerous fine illustrations by Wm. A. McCullough adorn the tale. John Habberton's pen seems to love a war-torn, and perhaps it never did more faithful work than in the fascinating story, "Where were the Boys?" "Harry's Career at Yale," by John Seymour Wood, continued in January lets us a little further into the mysteries of old-time college life. Verily, they had fun in those brave old days. "Saddle and Sentiment," Wenona Gilman's great tale of the American turf, is continued. The gifted authoress has produced a masterpiece of

powerful fiction and faithful description combined. One of the strangest cycling trips ever made is described in "The Hippolyte Foncé Tract," by President Bates. The novelty of wheeling over crusted snow to meet such adventurers as befell the hero will be appreciated by cyclers and non-cyclers alike.

Lippincott's magazine for January is on our desk and it is certainly an interesting number of this deservedly popular periodical. Mr. Alex K. McClure of the *Philadelphia Times* contributes The Editor in Chief's Story, which tells of the trials, tribulations and triumphs of that individual. The leading article is a novel from the pen of Mr. Young E. Allison, late managing editor of the *Louisville Courier Journal*, The Passing of Major Kilgore. One of the features of Lippincott is that it does not publish continued stories and each number contains a complete novel. Among the contributors to the January number we find Julian Hawthorne, James Whitcomb Riley and others. Daniel Dawson has an article on boxing to be followed by other articles on athletics by well known experts in each particular line.

Those who visited Hot Springs last May will not fail to remember "sawed off" Sidney Smith, who with the genial L. D. Richardson, represented the "long and short" of Hot Springs life. Those who are members of the masonic fraternity will be interested in learning that Bro. Smith has become the publisher of *Iowa Masonry*, the first number of which appeared January 1st, and those who read the paper will learn, if they are not already aware of it, that though diminutive in stature, Sidney does not lack the ability and energy to make an interesting paper. Here in Iowa, he has long been known as a vigorous and able writer on masonic as well as general subjects. Mr. Smith will be glad to send a sample copy to any of the readers of THE CONDUCTOR who apply, and we believe those who see a sample copy will conclude that they will want it to come regularly. Address Sidney Smith, Cedar Rapids, Iowa.

A portrait of Gounod, the celebrated French composer, forms the frontispiece of the January *Century*, and along with the portrait is a charming paper of reminiscence of the early life of the musician. His experience as a student of music in Rome and his later acquaintance with Mendelssohn are delightfully narrated. This paper by Gounod is one of a musical series which will make the *Century* especially attractive to lovers of music during the coming year.

The "feature" of this number is an article by

Captain E. S. Godfrey, one of General Custer's troop commanders, on the massacre of the Little Big Horn, "Custer's Last Battle." Capt. Godfrey advances a new and conclusive theory with regard to Gen. Custer's movements, which is based upon his own knowledge at the time, and also upon information derived directly from the chiefs who led the attack. Capt. Godfrey's article is followed by a critical review of the events of the campaign by Gen. James B. Fry.

Scribner's Magazine for January begins the sixth year and eleventh volume of this periodical, which now announces a circulation of more than one hundred and forty thousand copies monthly (which is constantly increasing). The plans for the new year include, beside the more purely literary contents, remarkable series on the Poor in the World's Great Cities; Important Historical Moments, by eminent men who took part in them; Out-of-Door Papers; occasional Railway articles on Rapid Transit, Australian Railways, Speed in Locomotives; on important Water-ways, like the Nicaragua Canal, and the water-route from Chicago to the Ocean; also travel, exploration, and abundant fiction, including the notable serial "The Wrecker," by Robert Louis Stevenson and Lloyd Osbourne.

The Brotherhood of Railway Employés Home of Chicago, Ill., is an institution for the care of totally disabled railway employés who are permanently disabled from performing railway duty, and the education of such of them as are able to learn some light trade or business which would make them independent, self-supporting, respecting citizens. The benefits are absolutely free.

The Brotherhood Home Journal is a bright, newsy sheet, well edited, neatly printed, worth more than its price and is the support of the Brotherhood. Home, the editor and manager receiving nothing for his services. Subscribe for it and thereby donate seventy-five cents to the Home and in return get a paper worth twice the money.

Subscribe now, only seventy-five cents a year. Address Brotherhood Home Journal, Room 10, 166 E. Randolph street, Chicago, Ill.

The January *Wide Awake* comes with a store of good things for young and old that are as entertaining as they are varied. It brings to its readers stories by Molly Elliot Seawell, G. Adams, Captain C. A. Curtis, Maria McIntosh Cox and the two bright story tellers who write under the *nom de plumes* of "Dorothy Holcombe" and "Abd el Ardavan," the Arab. It has sketches by Amanda B. Harris, Lieut. Col. Thcrndyke, Harriet Maxwell-Converse, Zitella Cocke, Otis T. Mason and Sally Joy White. It has poems by Celia Thaxter, Anna J. McKeag, Clara Doty Bates and others. It has pictures by L. J. Bridgman, George Foster Barnes, Virginia Gerson, Childe Hassam, Hy Sandham, Irving K. Wiles, Clifton Johnson, Charles Mente and E. H. Garrett. Such a combination of talent in story-tellers, verse makers and artists should produce most absorbing as well as most interesting reading matter, and one needs but to glance over *Wide Awake's* attractive January pages to find the promise fully carried out.

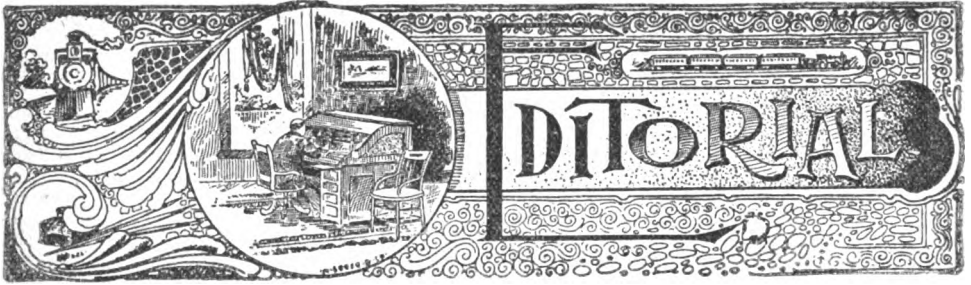
The January *St. Nicholas* begins with a charming frontispiece described by a no less excellent

poem written by Helen Gray Cone: "The Little Maid of Spain"—a little lady, every inch of her. The number, by the way, is rich in verse, as there are poems by Celia Thaxter, Edith M. Thomas, Anna M. Pratt, Mrs. Bumstead, Jack Bennett, and others. The "Admiral's Caravan" is continued, and should be quite as popular as the same author's "Davy and the Goblin," being equally clever and even more humorous. Another excellent serial is Lieutenant Fletcher's "Two Girls and a Boy," a successful attempt to write for young readers what is known as a "story of character." A long "short" story which girls especially will enjoy is Mary Davey's "The Pink Gown," supposed to be told by a good old grandmother who has long since repented the little fit of vanity and extravagance of which the pink gown was the comparatively harmless outcome. Birch illustrates the story very appropriately. Eliza Ruhamah Scidmore, so favorably known as a writer on Japanese subjects, tells of "Two Queer Cousins of the Crab"—namely, the giant crab, familiar to readers of "Allan Quatermain," and the little mask-crab that carries the impress of a human face upon its shell.

Houlahan's Railroad Hand Book is to hand and tells how the writer progressed from a boy on a gravel train to superintendent. Mr. Houlahan is highly esteemed by employés and particularly by the members of the different organizations, wherever he is known, and his book contains advice that if followed will be of inestimable benefit to any employé. It is an interesting and valuable addition to railroad literature.

* *

In the December CONDUCTOR we stated that Division 14 and 100, had called a meeting of representatives of all divisions of the Order in the state of Ohio to unite upon some one as a candidate for the position of railway commissioner in that state, and that they had endorsed Bro. John F. McVean. In this either our informant was mistaken or else we misunderstood. Division No. 26 of Toledo, has issued a circular calling such a meeting at Columbus, and Division No. 14, of Cleveland has issued a circular presenting the name of Bro. McVean and asking other divisions to endorse his candidacy. We are informed that Division No. 100 has not endorsed Bro. McVean, and that Bro. J. W. Brown, of that division is also a candidate for the place. There certainly was no intention on the part of THE CONDUCTOR to misrepresent 100 to favor Bro. McVean, and while the editor may have some personal choice in the matter owing to personal acquaintance and friendship, he does not think that he should either personally or in THE CONDUCTOR indorse or favor *any* member when there is more than one candidate. We believe it is a matter that should be settled by the members in the state of Ohio, and when their choice is made, we will do all in our power to aid the Brother named by them. We wish, however, to suggest that only in unity can anything be accomplished, and we believe that steps should be taken by the members in Ohio to unite upon some one Brother and then heartily endorse him, and we can see no reason why the call for a meeting by Division No. 26 is not a step in the right direction.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE "SAP" STRIKE.

Dec. 28th, 1891, a strike was inaugurated by the telegraphers on the Aransas Pass, familiarly known as the 'Sap,' which at this writing bids fair to create no little trouble throughout the entire Southwest. There is, as we learn from a paper published by the telegraphers in Texas, a system federation among the members of all the organizations on the Sap, and it seems to be this federation which has caused the trouble. The strike is participated in by all the trainmen, and the officers of the road having secured enough men to move some trains, there is talk of the employes of other roads refusing to handle any business that comes from the Sap, or in other words, many and perhaps a majority, think they should decline to handle "scab" freight even though the strike is not an authorized one. We do not see how any member of the Order can refuse to run his train if properly manned, even though it may consist entirely of freight from the Sap, without subjecting himself to expulsion. Neither do we see how members of other organizations can refuse to perform their respective duties without being subject to the same discipline; the law of the Order is plain and distinct; there seems to us no opportunity for any misunderstanding; it is that "ANY MEMBER ENGAGING IN A STRIKE NOT LEGALLY AUTHORIZED, SHALL BE EXPELLED ON CONVICTION THEREOF" and it certainly seems to us to be exceedingly plain. The only possible chance for any misconstruction or misunderstanding, is as to what constitutes a "legally authorized" strike, and in our opinion, there should be no difference of opinion on that point. A "legally authorized" strike, as the words are used in this law, means only a strike which occurs in a difference where the laws of the organization have been carefully followed and other means for a settlement having failed, the proper officer of the organization has approved a strike. If a "legally authorized" strike can be declared by a few operators, a few conductors, or a few of all combined, we might as well disband the organizations. In the difficulty on the Sap, no officer of any organization was asked to mediate, nor has the laws of any organization been obeyed; the difficulty arose, as we understand it, from the action of the officers in reducing the pay of one or two of the operators; the members of the O. of R. T. thereupon presented to Mr. Sands, a schedule of wages, and upon his re-

fusal to sign it, immediately struck without calling upon, or even informing their grand officers of any difficulty, and they were joined by members of the Order and other organizations, and the first intimation that the officers of the Order had that there was any trouble there, was the announcement in the papers that a strike had occurred. We are fully aware that in criticising the action of the employes of the Sap, and particularly members of the Order, that we are taking what is likely to be the unpopular side, and that many of those who are directly interested and who are personal friends may condemn THE CONDUCTOR for not sustaining them, no matter whether it believes them to be right or wrong, but we can only express an honest opinion or be silent, and to be silent is cowardice that is despised by all. We are at a loss to know what right members of the Order had to enter any system federation without consulting the Grand Chief Conductor and ascertaining that the system or regulations proposed, did not conflict with the laws of the Order; if a few members may form laws for themselves either in a system federation or not, that nullify the laws of the Order, of what use is our laws and of what benefit is the organization? It is claimed by some that the members do not engage in the strike as members of the Order but as individuals, but our laws do not recognize any such distinction; the statute quoted from above, does not say that if any member engages in an unauthorized strike as a member of the Order, but if he engages at all, and while it may perhaps prove impracticable to enforce it, and perhaps impossible to bring about any "convictions," we believe that unless this particular law is enforced in the near future, the end of the usefulness of our organization is not far in the future. We write with a full understanding of the pressure, both moral and in some instances perhaps almost physical, that is brought to bear, but members should have stamina enough to do what they believe to be right regardless of sympathy, and when the operators asked them to join them in a strike, they should have said, refer your difficulties to your proper officer, and when he has failed to adjust and a strike is authorized in accordance with your laws, we will in accord with our federation, extend to you our aid. How much better would such a course have been, not only for the employes on the Sap, but for all of us all over the United States; strikes of this

character, in open violation of law, not only injures those directly engaged, but reflects upon the character and influence of the entire organization, and makes the writer wonder that he has ever favored system federation, though the system federation which was favored by us some little time ago, was in accord with, and not in defiance of our laws. Our honest candid advice to the members of the Order engaged in this strike is, return to your places just as quick as possible provided you can get them, after giving your associates ample notice that you propose to do so, and regardless of the accusations that may be made against you; say to those who are interested, we have sinned, we have violated our laws, and have acted hastily and unadvisedly; if you have grievances, take them up in the proper way, and when you can come to us and say, we have complied with our laws, and as a last resort we engage in a strike that is "legally authorized," we will aid you to the last extremity, and we honestly believe all will be better off. This strike is but another argument in favor of the need of a national federation which shall not be so much for the prosecution of strikes as to exercise a strong restraint over not only the members but the different organizations themselves, and compel them to discipline their members for open violations of the laws. Do any of us consider that we are doing just what we have censured others for doing, engaging in an unauthorized strike in violation of law?

COUPLER LEGISLATION.

There is now pending in the United States Senate, two bills looking to the compulsory application of safety appliances to rolling stock in the United States. The first is No. 811 introduced by Senator Allison of Iowa and is what is popularly known as the Coffin bill, because of the fact that it was introduced in the fifty-first Congress by request of and championed by, Hon. L. S. Coffin. While the bill if it became a law, might be of some benefit, we do not believe it is what is needed or that it is just to either the railway companies or the employes. It simply provides for the equipment within a certain time, by the first of January 1895 as it now reads, of all cars and engines subject to the control of congress with automatic couplers, and is as it seems to us, in the direct interest of the manufacturers of the vertical plane couplers, which are condemned by a large number, if not a large majority of those who use the couplers, including switchmen, brakemen and conductors and the S. M. A. A. an organization, has condemned the vertical plane as increasing the liability to injury and we believe their charge is well founded. The next one is introduced by Senator Cullom of Illinois, who is chairman of the senate committee to whom this class of legislation is referred. It provides, as all have probable learned from the daily press, for a vote of the companies and the organizations of employes for the choice of a coupler and in case of failure to choose it provides for a commission to test and decide upon a coupler which shall be adopted as the standard and further provides for the purchase of the patents on any such coupler by the government. The bill as it is drawn, has the appearance of having been drawn by some one financially interested in the sale of a coupler

and who has succeeded in imposing upon Mr. Cullom. It will be we think, objected to by every employe in the land who gives it a moments consideration, unless it is materially changed. Space forbids any extended criticism and we will confine ourselves to a brief statement of what we think legislation should be. The provision for a vote, is impracticable if no other objection could be urged against it, and like it, the representation on the proposed commission, is giving to employes merely the shadow of representation without the substance. The provision for this vote should be stricken out as a useless incumbrance that will only cause delay and the commission enlarged to provide for a fair representation of the employes. It should be composed of not less than two representatives from each of the five great organizations of train service employes, with an equal number of representatives of the companies interests, managers and car builders, a chairman should be provided for who should be as nearly a disinterested person as it is possible to find, and who should merely preside over the commission during its necessary meetings and who should have no voice or vote except in case of a tie, though in our opinion, with such a commission a tie would be practically impossible. It should further provide for a permanent commission which shall come into existence when the finding of the first one is proclaimed; this permanent commission should consist of not less than five, one of whom should be a switchman, one a brakeman and one a conductor and it should meet regularly once or twice per annum for the purpose of examining any devices that may be submitted and the use either experimentally or otherwise, of any device of any character except that selected by the first commission, should be prohibited until it has received the approval of this permanent commission. Of course the members of both of these commissions, should be men without any financial interest in any coupler.

If the opinion of the employes is worthy of any consideration at all, they should be given such a representation as will enable them to make that opinion effective and a representation of one member in a commission of five, would be a mockery; it may be urged that inasmuch as the railway companies will be compelled to pay for the appliances decided upon, they should have more than equal influence in determining what they shall be but, to this, we say, it is simply and only a question of flesh and blood versus dollars and if the dollars are to make the selection, let them do it without the farce of pretending to consult the employes; if the corporate dollars are worth more to the country than the 25,000 young men who are annually injured, let the dollars have the entire selection of the appliances that are to be used.

As a matter of course, some politician will raise the cry of economy and cry out against the expense of so large a commission; two years should certainly be a long enough time for it to do its work and make its report, and for years the salaries would amount to \$250,000, which with an allowance of \$50,000 for incidental expenses would make a total of \$300,000, a large sum surely but is it large when compared with the results hoped for? Something over 8,000 men were killed and injured coupling cars during the year ending June 30th, 1890. If only one quarter of the above in-

juries should be prevented, and with a proper coupler, we do not see why all should not be prevented, it would be preserving the life and limbs of 2,000 men each year and this would be a cost of only \$150 per man, or for the whole 8,000 of only \$37 50 each; at \$1,000 each, the lives of those killed in coupling, without including any of the injured, would amount to \$369,000 per year, while at the legal rate of \$5,000 fixed by law in some states it would be nearly two millions. Would not an expenditure of a million dollars that would save even a small percentage of this loss of life and limb, be money well spent? We sincerely hope that when the matter comes to the test, there will be none of this sordid, cold-blooded ballancing of dollars against lives and we sincerely hope that when the time comes, there will not be found a single legislator who will raise the question of expense. We shall "couple on to" this subject again later.

THE NEW YORK CENTRAL COLLISION.

Various opinions are expressed in regard to the recent collision caused by the failure of brakeman Herrick to properly flag a following train. The *American Machinist* thinks that Herrick did just what nearly every other brakeman would have done and what was perfectly natural for him or any other to do when he went into the station without making any provision to stop the following train because he thought it was a local that stopped at that station, and did not know that a fast express which did not stop had been placed on the schedule and was the first one due. To this opinion we must enter an emphatic dissent; we are not qualified to speak particularly for the brakemen on the New York Central, but we can speak for the brakemen of the United States, and it certainly would not be the natural thing for the average brakeman to neglect his prime duty as Herrick did, nor would the average brakeman be ignorant of the trains that were running on the road, and if Herrick's action is a fair sample of what the average brakeman on the Central would have done under the same circumstances, there is a crying need for an improvement in the brakemen of that road, and the assertion of the *Mail and Express* that the Central is the best managed and safest railroad in the world, will need to be taken *cum grano salis*. The latter paper asserts that trusting to the fidelity and cautiousness of the employés is safer than to trust to the safety appliances, and thus justifies the management of the Central in refusing to adopt the block system for running its trains. This assertion is apparently borne out by facts and statistics in regard to collisions, and the writer several years ago, noted and called attention to the fact that rear end collisions were most numerous where the facilities were apparently the best, and that the great four track road was noted for rear end collisions. A careful examination however, is likely to show a direct cause for this in the fact that as facilities are provided the managements curtail the wages or privileges of the employés in some way so that the character deteriorates enough to account fully for the accidents. The live, energetic brakeman, who looks to something more than a lifetime of braking and who is a competent and reliable employé, does not submit to reduction of wages, or increase of work that amounts to the same thing,

but goes where his intelligence and experience are appreciated and a poorer man takes his place. That this is true of the Central, we do not know, but if the statement of the *American Machinist* that Herrick did just what any other of the brakemen there would do, is true, there is something in the way of demonstration in what we say. The assertion of the *Mail and Express* that the block signal system is not worth a cent in comparison to the employment of intelligent capable men in train service is true in one sense, while in another it is not. There are a number of different systems of block signals, and it is true that a signal or block system such as that employed by the Central to protect its tunnel where the terrible disaster occurred to a New Haven train not long ago, and which depends entirely upon the services of a twenty dollar a month signalman, is not to be for a moment compared with the services of intelligent employés who receive compensation enough to make it an object for them to retain their positions instead of seeking others where their intelligence is valued, but that an efficient automatic block system is not better than employés who, as the *American Machinist* claims would naturally neglect so important a duty as protecting a train, is nonsense and no matter how intelligent and capable the employés, the better facilities that are given them, the better service they can render, and a train that is vigilantly guarded by competent employés, is rendered doubly safe by the additional protection of an automatic signal system. The *Mail and Express* says that block signals get out of order and lead to delay and collisions, and it cites the Pennsylvania system for proof. That any appliance should get out of order is perfectly natural; that when block signals are out of order, they cause delay it is true; that they cause collisions, is both true and untrue; if the signals are not automatic and worked by the movement of the train itself, but are in the hands of cheap flagmen and boy operators, they do cause accidents, but the trouble can always be traced to the failure of some person to properly perform the duty trusted to him and in most of the cases, it will be found that the person who proved wanting in time of need, was a cheap man or boy who received inadequate pay for the responsibility.

There may be one other person besides the writer in the *Mail*, who is not directly interested in the Central who will endorse the opinion that the road is the best equipped and managed of any in the world, but we doubt it very much.

Railway employés throughout the entire eastern portion of the United States as well as our friends and brothers over the St. Lawrence are becoming deeply interested in the union meeting which is to be held at New York City January 31st.; all the different organizations have been invited to take part and the executive officers are all expected to be in attendance. The meeting is to be held under the auspices of Divisions Nos. 54 and 104, and the committees are laboring earnestly to perfect every detail and insure the success of the meeting. A public reception will be held in the evening to which all are invited and the members of all organizations of railway employés are invited to attend the meeting during the day. It will be held in the Academy of Music.

Bro. Rogers, in the December *Trainmen's Journal*, touches the Chilean question about right.

Bro. R. W. Adams has just returned from a sad errand to his old home in Ohio, where he attended the funeral services of his venerable mother.

Bro. C. F. Brown of La Grande, Oregon, wishes the address of Burt Cox, lately on the M. K. & T. Choctaw division. Can any reader accommodate him?

The *Daily Register* of Mobile, Ala., describes the organization of Division No. 310 at that place and the banquet which followed it for which we cannot find room.

The Des Moines *News* is one of the best newspapers in Iowa, and those who wish to know what the Iowa solons do this winter, should subscribe for it at once.

Gene Hunt and Lloyd Dorsey get to the front with a New Year edition of the Chicago Dramatic Journal that is a "dandy." The title page lithographed in colors, is a work of art.

January 5th, Grafton Division No. 190, made its bow to the public and gave its first annual ball at Brinkman's hall in Grafton, and the result was so gratifying that it will be repeated next winter.

Denver Division No. 44 will dance for the fifteenth time January 27th, and invites members to join them. THE CONDUCTOR would like extremely well to accept the invitation it has received.

We regret very much to learn that Brother W. L. Collins is having trouble with his sight, and that he is threatened with blindness. Those who know the venerable Brother will join us in a wish for his speedy recovery.

The appointment of Judge McDill to the chairmanship of the Inter State Commerce Commission does not seem to have created a particularly favorable impression in Iowa, even among those of his own political affiliation.

The *New Haven Morning News* tells of the organization of Elm City Division No. 317 of the Order in the capital of the Nutmeg State and a noticeable fact is that a number of the old members of 201 are among its members.

We regret very much to learn that Bro. Swidensky, the late secretary of No. 182, had the misfortune to get his arm severely "pinched" between deadwoods. Bro. Swidensky writes that the injury is not likely to result seriously.

Ben Blount evidently envies us our contented and peaceful state of mind and in an unjustifiable attempt to create dissatisfaction on our part sends us the Christmas dinner menu of the Menger at

San Antonio, and takes particular pains to make prominent the item of "strawberries and cream." We don't like sour strawberries, and what do you know of the delights of Thomas and Jeremiah with the thermometer at zero?

We regret to note the severe injury of Bro. Slight, the efficient secretary of Division No. 165, who slipped and fell between the station platform and his caboose while the train was in motion. Hope to see you on deck soon Bro. S.

January 2d, occurred the wooden wedding of Brother J. M. Wray and wife, to which ye scribe was bidden. THE CONDUCTOR sincerely hopes that they will be able to Wrayse the number of this anniversary from the fifth to the fiftieth.

Among those who did not fail to see the old year out and the new one in with merry hearts and flying feet, were the members of Barker Division No. 213. Their fourth annual ball was, as its predecessors have been a complete success.

Bro. J. M. Chase wishes us to correct the statement of a San Antonio paper that he recently ran a train from Corpus Christi to San Antonio during the strike. He did not do so but has been at the former place, "tied up" ever since the strike commenced.

We publish in this number an interesting private letter from the pen of Mr. A. D. Shaw, of the Yardmasters' Association, on the the coupler question. Don't lose courage Brother Shaw; let's keep "pecking away" and we will yet "wear away the stone."

Down at Bellevue, Ohio, on New Year's eve, the boys danced all night until nearly broad daylight and went home with the girls about 4 o'clock in the morning; their eighth annual ball was so much of a success that no one left until compelled to do so.

Some kind friend who is yet unknown has supplied the Grand Chief Conductor and ye scribe with a box of exceedingly fine oranges that appear to have come from Jacksonville, Florida. If this item meets the senders eye, he may be assured that his thoughtfulness is appreciated.

Bro. H. W. Bartlett, formerly of the "Santa Fé," is now located at 11 and 13 North Tejon street, Colorado Springs, Colorado, where any lover of the weed will always find the best of cigars and a quiet, home-like place to read or play a game of billiards.

That the "Jerseyman" sometime tries to enjoy himself is evidenced by a neat little card on our desk which presents the compliments of Camden Division No. 170 and suggests that we may enjoy with them if we will, their third annual ball

which was held New Year's night. That we were unable to accept, does not detract from our appreciation of the kindly remembrance.

On New Year's eve, occurred an elegant ball and banquet given by the conductors and engineers of the Yellowstone division of the Northern Pacific and that it was a success goes without saying. THE CONDUCTOR is indebted to the boys for a kindly invitation to be with them.

December 9th occurred the wedding of Mr. Joseph M. Robinson and Miss Annie Wright, daughter of Bro. A. M. Wright, a well and favorably known member of the Order. Mr. Robinson has certainly decided Wright in choosing a life partner and the happy couple have the best wishes of THE CONDUCTOR.

Brother E. S. Walker, a member of Waukesha Division No. 259, has been appointed train master of the C. & N. P., C. & C. T. and Chicago & S. W. R'y's with office in Chicago. Bro. Walker is eminently well fitted for the position and will make an A 1 train master. Success follow you Ed.

Bro. John McBurth, of the Central Railroad of New Jersey, recently celebrated the twenty-fifth anniversary of entering the railway service; he entered the employ of the above company as brakeman December 3rd, 1866, and since 1880, has been running passenger on the Long Branch division.

The "hired hand" of THE CONDUCTOR is inclined sometimes to wonder if B. S. Josslyn, secretary of the K. T. Triennial Committee at Denver, and late car accountant of the D. & R. G. is the Ben Josslyn with whom he used to quarrel about orders, switchin' and sich at Clarksville, Iowa, along about '80.

While there are many of the employees in the southwest who condemn the hasty and illegal action of the members of the different organizations in the Sap strike, their opinion of the men who go there to take the places of the strikers has been energetically, demonstrated in one or two instances the most prominent being the driving of a car load of "scabs" into the woods at Argenta, Ark.

The members of the Order employed on the first division of the L. & N. at Nashville, recently presented to P. W. Kalihur, chairman of the committee, an elegantly carved oak book-case and desk and Kalihur lays off a trip occasionally now just to use the desk. The presentation was a deserved recognition of Bro. Kalihur's services and is duly appreciated by him.

On Monday, January 4, the old Clifton Hotel of this city, became the new Clifton under the management of Bro. A. D. Maxon, the present Chief Conductor of Division 58. If friends count in procuring patronage for a hotel, the Clifton will be filled all the time and those who stop there once with Maxon as "mine host" will be sure to go there again. The B., C. R. & N. loses a good conductor.

We are in receipt of a so-called masonic paper published at Cleveland, Ohio. It is either not a masonic paper or else we have for nearly twenty years, been mistaken as to the teachings and precepts of masonry. This paper teems with abuse these of who differ from its opinions and is especially denunciatory of members of the Scottish Rite

and those who are members of the chivalric bodies.

News reaches this office that J. W. Martin, ex-Assistant Grand Chief of the Brotherhood of Conductors and present manager of the *Railroader and Railway Service Gazette*, has entered suit against Wm. P. Daniels, secretary and treasurer of the Order of Railway Conductors, basing this action upon the article captioned "Grand Chief Martin," in the last issue of THE RAILWAY CONDUCTOR. We are compelled to look at this case like that of the bull which undertook to derail the locomotive; we admire Bro. Martin's courage, but—dom his judgment.—*National Federationist*.

It is extremely unkind in "Grand Chief Martin" not to notify us, if he really has "entered suit."

Bro. Debs suggests in the January magazine, a conference of the editors of railroad papers, and Bro. Martin in the *Federationist*, issues a call for a meeting at St. Louis February 15, of all the editors of periodicals published in the interests of railway employes, not only a conference but to provide for the organization of a press association. We are in accord with both the suggestion and the call and while we can add but little if anything to the interest of such a conference, we will be on hand prepared to absorb a great deal.

The editorial writer of the New York *Mail and Express*, a sample copy of which lies before us, should read Bobby Burns, particularly a couple of lines in an address to an insect; which lines are often quoted but seldom correctly applied. Its defense of the New York Central management would be more effective if accompanied by less vituperation and its disinterestedness would be more apparent if not quite so ready to denounce a rival as being influenced to criticise by a financial consideration.

Brother Wm. Winebrenner of Division No. 164 was elected president of the Railway Employees Club of Iowa at the recent meeting in Des Moines. William will feel lonesome before he gets the company of many members of the Order with him in this state. Brother Winebrenner will make a good officer though, and the wisest thing they ever did was to elect him president.

Bro. A. E. Carne, secretary of San Xavier Division of Tucson, Arizona, disappeared suddenly December 14th, and at last accounts nothing had been heard from him. It is expected that he will return, but the boys say if he does not bring a Mrs. Carne with him, he need expect no forgiveness, though if he does they are prepared not only to forgive but to rejoice with him.

Mrs. Chas. E. Ragon, Grand President of the Ladies' Auxiliary, was a welcome caller recently, but remained in the city hardly long enough to look us over. Mrs. Ragon is making quite an extended trip through the west in the interest of the auxiliary, and we sincerely hope the result will be beneficial to the organization. By the way, why isn't there an auxiliary in Cedar Rapids? We know of no better place for one.

In the recent strike of the telegraph operators on the Southern Pacific, the differences were settled by the withdrawal of the objections of the company to the members belonging to the O. of R. T. and a number of those who had been dismissed for being members were reinstated. As in the A. & P. operators strike, the strikers were largely indebted to the sympathy and support of the other organizations for the concessions made to them.

We recommence the publication of a hotel directory in this number with the cards of the Clifton of this city and the Leland of Winnipeg, Manitoba. Readers of *THE CONDUCTOR* can recommend these or any hotels whose cards we publish, as first class. Capt. Douglass of the Leland is a citizen of the United States and a member of the G. A. R. while Maxon has been for years a popular conductor on the B., C. R. & N.

"On the Track and Off the Train," the book to be issued by Miss Lura E. Brown, has grown from the projected pamphlet to a book of about 300 pages. It should have been issued January 1st, but owing to a number of vexatious and unavoidable delays, it has not yet made its appearance. We have been permitted to inspect proofs of some of its pages and we assure readers that they should not fail to get and read the book.

An unpardonable omission was that of our notice of the song, An Open Switch, by Cy Warman which should have appeared in the December number. We are under obligations for a copy with the music which is very good with some particularly pretty strains. It is too bad that a touching song like this one, has been marred by an execrable lithograph on the title page; a copy of it should go into the home of every railway employé though, notwithstanding the hideous girl and the Berry Wall Engineer who appear on the title page.

A meeting is to be held at Battery D Hall in Chicago, on the evening of the 18th, which will be addressed by Bro. Debs of the B. of L. F. and others. The subject to be discussed is the Northwestern trouble of last spring. It is impossible that good will result from keeping this matter stirred up and by continuing the discussion, thus keeping alive the embers of discord that were aroused by the difficulty, but we do not believe it. We believe in this instance, the sooner the dead past is permitted to bury its dead, the better it will be for all concerned.

Bro. H. S. Chapman, of Buffalo Division No. 2, is a candidate for the position of Railroad Commissioner in the state of New York. Under the agreement by which members of the Order supported Mr. Rickard when he was a candidate for the place, all members of the B. of L. E. will endorse and support a member of the Order. Division No. 47 of the Brotherhood at Hornellsville has already adopted a resolution favoring Bro. Chapman and have filed with the governor their request that he be appointed. Bro. Chapman is the only candidate for the place so far as we know and there is no doubt of his hearty endorsement by members of the Order in New York, and if appointed he will do honor to the position and to the Order and employes everywhere.

Not all members of the Order, know the time and patience that is required to faithfully perform the duties of a division secretary, but many divisions appreciate the fact when they get a good secretary and punish him by a re-election just as long as they can induce him to serve them. No. 171 is an appreciative division and punished Bro. Gibbs for being a good secretary by continuing him in office, but they mitigated the punishment and evinced their appreciation of his services by presenting him with an elegant Knight Templar

watch charm, one face of the charm is onyx with the emblems of the Order studded with diamonds and rubies; the other is gold with an intaglio set, around which is the inscription. "Presented to D. O. Gibbs by the members of Thomas Dickson Division No. 171, O. of R. C., Dec. 5th, 1891.

Apropos of the strike of the engineers and firemen on the St. Louis belt road recently, *The Taylor Texan* says:

We believe that Bro. Sargent acted right in this matter, for he is a man of sound judgment, but others who are members of the B. of L. F. may not have the same opinion. According to sections 213 and 223 of the constitution of the B. of L. F., when taken in connection with section 14 of the constitution of the Supreme Council, Brother Sargent is liable to expulsion not only from the Supreme Council, but also from his own organization. If any zealous supporter of the Supreme Council attempts to enforce the law against Bro. Sargent, we will certainly be one of the many who will speak in his defense.

The trouble is, Brother Carter, that while the Supreme Council has a nominal existence, it is actually dead, though perhaps not beyond resurrection, and any attempted expulsion of Brother Sargent for acting without first consulting the dead Council, would be fully as inconsistent and ridiculous as some of the things that have occurred in the past.

McKEE'S ROCKS, PA., Nov. 3, 1891.

EDITOR RAILWAY CONDUCTOR:

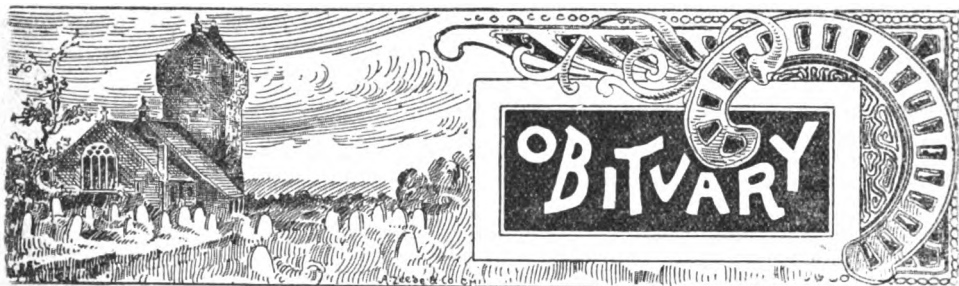
I think it is about time to say something about the way that W. K. Bellis of the Conductors and Official Accident Association conducts business. I have held a policy in this association for five years; on July 29, 1891, I had my knee joint knocked out of place and forwarded to Mr. Bellis a full statement of this accident with a doctor's certificate; in about two weeks, I received a letter from W. K. Bellis asking for a sworn statement from the railway officials of the road I was employed on at the time of the accident; of course I did not comply and have heard nothing from my claim since. Please give this a place in *THE CONDUCTOR* and oblige,

Yours in P. F.

GEO. W. RILEY.

In response to Bro. Riley's request, we give his letter a place in *THE CONDUCTOR* but we cannot see that he has any ground for complaint; we do not understand why it should be a matter "of course" that he should not comply with the request of Mr. Bellis to send a sworn statement of the officers under whom he was employed; if he was not at the time employed in railway service, or if he has tried to get such a statement and the officers have declined to give it and he has explained to Mr. Bellis and that gentleman will accept no proof except this statement, he has ground for complaint; if he has simply ignored the request to furnish proof of the accident, he has only himself to blame for not hearing further. We know from experience that insurance associations cannot rely implicitly upon doctor's certificates. Comply with the request Bro. Riley and then if you don't hear from your claim, we will help you hammer Mr. Bellis.

The Railroad Car Journal thinks the Cullom coupler bill is "a scheme of far too utopian character" to be of any benefit in solving the difficulty, but says that it has been solved to a certain extent by the Master Car Builders' Association in pronouncing in favor of the vertical plane type. Great minds do not always run in the same channel. We believe that the selection of the vertical plane coupler by the M. C. B. association has delayed materially the solution of the coupler problem, and we believe if this decision had never been made, the question would have been settled before this.



**"Gone before,
To that unknown and silent shore."**

Baughman.

Died, December 28th, of that terrible scourge of childhood, diphtheria, Katie, youngest daughter of Brother and Mrs. Jerry Baughman, of Greensburg, Pa. Katie was but five years of age and the flower of the home. Brother Baughman will be remembered as a member of the last three Grand Divisions and all will sympathize sincerely with the afflicted parents in their terrible bereavement.

Booker.

Died, at his home in Jackson, Tenn., November 18th, 1891, of blood poisoning resulting from an accidental injury, James Madison Booker of Jackson Division No. 149.

Brother Booker was born near Cartersville, in Cass county, Georgia, October 5th, 1838. He entered the railroad service with the Western & Atlantic railroad when quite a boy. He came to Jackson in 1868 and entered the employ of the Mississippi Central (now the Illinois Central railroad) in the capacity of conductor and continuously held this position to the time of his death. His entire life was given to the railroad service.

No man in the service was more widely known than "Mat" Booker, and but few, if any, could boast of more friends. He had no enemies. He was the friend of all mankind—faithful, courteous and kind under any and all circumstances. He was charitable to a fault and gave with a willing hand. The needy never turned empty handed from him. He loved humanity and willingly did what he could to ameliorate human suffering. He enjoyed living and made life pleasant to all he chanced to meet.

He has made his last trip. He has conducted his last train. He has answered his last call and gone out on his final run. He has crossed the dark river in the "Valley of the Shadow of Death," and now rests from his labors in peace on the further and unknown shore.

In the death of Brother J. M. Booker, Jackson Division No. 149, Order of Railway Conductors, has lost a valued and useful member, and the railroad service an honest, efficient and faithful servant.

Division No. 149 adopted resolutions of respect to his memory and sympathy with the bereaved relatives.

Bowles.

Brother J. T. Bowles of Jackson Division No. 149 was killed on duty at Water Valley, Miss., where he was acting in the capacity of yard master, and by this calamity the division loses another of its steadfast and loyal members, one always ready to aid in the advancement of his Brothers. Resolutions of respect and sympathy were adopted.

Brown.

On November 25th, 1891, only son of Brother William H. Brown of Division 122, William H, Jr., aged 11 years, 10 months and 10 days. He was a bright boy and had evinced marked musical talent.

Resolutions of sympathy with the bereaved parents were unanimously adopted by Division No. 122.

Busenbark.

The mortal remains of Brother Charles A. Busenbark were laid to rest December 3rd, with the beautiful and impressive service of the Episcopal church, conducted by Bishop Walker, at Grand Forks, North Dakota, where he had been employed by the Great Northern railway. Brother Busenbark was born at Ann Arbor, Mich., and was 31 years of age. He was a charter member of Great Northern Division No. 178 at Grand Forks and a brother of W. R. Busenbark of the Maple Leaf.

Bishop Walker paid a glowing tribute to the railroad men as kind hearted, loyal and courageous men, ever ready to do a service, often endangering their lives to save the lives of others. Of the deceased with whom he was personally acquainted the Bishop spoke most highly, and pointed to his death, in the full vigor of manhood, as an example of the uncertainties of life, and impressed upon the minds of the mourning friends the necessity of looking beyond this life for comfort and consolation in the hours of trial.

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., FEBRUARY, 1892.

NO. 2.



"THE GOLD BAUBLE."

FOR THE RAILWAY CONDUCTOR.

Whether gold, or gold and silver, or gold, silver and paper shall be used as material for money in the United States is growing to be a popular topic with all classes of men. By paper money we mean of course fiat paper money.

In the solution of this question, no class of men ought to have a deeper interest than the wage earner. Yet there is so much of what is written upon the subject of money, that comes to us gilded with party prejudice, that it is difficult to get at the real truth.

And I think I am safe in saying we will not be able to sift out the truth, unless we ourselves are careful to lay aside our prejudices. All of us have been educated in the great family of democracy or republicanism. Hence we have, as a rule, seen but one side of this money question.

Truth is many sided; let us be willing to look upon all sides. And though some of the views presented may not be in harmony with our preconceived opinions, still if our judgment is convinced let us be willing to get right, rather than to continue in error. Money, of whatever material, is to facilitate exchange. This was the idea of the ancients who first used it, and its functions, and requirements are the same to-day. It enables you to barter your labor for products of the farm, the mine, the workshops and indeed of every industry, both national and international. Hence the first requisite of money is to facilitate exchange.

The second is that its value shall be unchang-

ing, or as nearly so as possible. If every man spent each day's earnings by evening of the same day it was earned; and if there were no accumulations of capital, then it would perhaps matter little whether the value of money fluctuated or not. But as this has never been nor ever will be, but on the contrary men will always want money or capital (the product of money) in some form laid up for future use, it is important that money shall change as little as possible, so that the relation between capital and labor, between debtor and creditor, may be as undisturbed as possible. By this second requisite it is obvious that money is to be the measure of values. And we ought no more to consent to a change in its value than we would to a changing of the standard of weights or measures, the effect being substantially the same.

The third requisite is that money shall pass at its face value over as large a territory as possible.

This function prevents the necessity and expense of making exchanges for other money that is current. We have now enumerated the most essential requirements of money; those which if combined make it with respect to *quality*, about all that can be desired. And we have three requisites, and by these three let us test the merits of gold, silver and paper. The constitution of the United States declares that the government shall have the right to coin money and to regulate the value thereof. But the ancients did not regulate the value; on the contrary they left it to regulate itself. Undoubtedly the earliest use of gold and

silver was not of coin, but as so much pure gold or silver, by weight. The idea of barter is older than the use of money. And no doubt if the financial history of the ancients had been written, the first use of gold and silver, would be the giving of the average amount of either metal that a miner could secure in one day for the product of a day's work of some other laborer. Hence the intrinsic value of the metals was gauged by the value of the labor that produced them. Why then, it may be asked, did most nations use these metals rather than something else for their medium of exchange? We answer, because those metals had a great deal of value concentrated in small bulk, and the value of them was uniform (if pure) no matter where found, and perhaps, also because their values were as little disturbed as any known commodity.

Diamonds, pelts, certain animals, &c., &c., have, at various times, been used as money. But none of these except diamonds were convenient on account of their lack of portability. Diamonds filled this requisite yet lacked uniformity of value. Hence we think that the ancients, though they did not coin the metals, but weighed them out, acted wisely in adopting them as the medium of exchange.

Under the three requisites of good money, that we have pointed out, there was no difference in the two metals; except that in the advantage of portability, gold led silver by several lengths. There was not always as much difference as is recognized by nations now; a difference of 15 or 16 to 1. But the ratio has been at times as low as 6 to 1. And right here I think it pertinent to remark, that many nations that have used both metals after the idea of coining them, was began; merely establish a just ratio, instead of giving each a legal tender quality. In other words they merely said by statute that so many grains of silver should equal in value a grain of gold or vice versa.

It required centuries to evolve the idea that only gold was fit for a basis. Which metal was first coined into money is uncertain; silver was coined in Greece for several generations before gold. No gold coins were struck until about 360 B. C. In Rome silver was coined 250 years before the Christian Era and gold about fifty years later. Silver was the standard money of England until the last century. By what I have said it will be seen, that in the beginning the nations made no attempt to regulate the value of the metals, but left them dependent upon the amount of labor required to produce them, for their value. Later, their values were relatively fixed, by establishing ratios. The legal tender idea being evolved still later. This last quality of

money is one that can be given to money of any material whatever. We have now presented an epitome of the advent into and use of gold and silver by those who have lived prior to our time. Let us now look to our own country and see what has been done in monetary affairs at home.

In the early history of the colonies they were without money of any kind, and most exchanges took the form of simple barter. The need of something to pass current as money prompted some of the colonies and states to use furs and pelts as a medium of exchange.

In some states coon skins were current and was the measure of values; in others, deer skins. It is said that for a number of years in Tennessee, even the governor's salary was made payable in a certain number of deer skins. For a number of years all the coin we had was foreign coin. Of these coins the Spanish milled dollar came to be the standard unit of values in all the colonies. The first coinage law under which we received coins of our own stamp was passed in 1792 and made the gold dollar consist of 24.75 grains of pure gold and 22.50 of alloy. And the silver dollar contained 371.25 grains pure silver, and 44.75 of alloy. Also the first fractional coins were required to be full weight, so that two half dollars, four quarters or ten dimes should contain pure silver equal to the dollar. Since then the amount of gold in the gold dollar has been twice changed, but the amount of silver in the silver dollar has never been changed. And free coinage of both was continued from the beginning until 1873. Since then we have only free coinage of gold. But even demonetization did not prevent the silver dollar from answering every requisite of money, except that it is not worth as much in the settlement of foreign exchanges as the gold dollar.

And this prompts the question, why is it not worth the same? The answer briefly stated is, because United States money is not money at all outside of the United States. And hence the gold or silver we pay to foreign countries is worth just as much to them unminted as minted. Indeed we pay it over as a commodity just the same as corn, wheat, pork or beef. By the way, balances against us are more often paid in the commodities that go to make up the necessities of life than in either gold or silver.

Now and then a gold fanatic talks to us vaguely about "international money." Money good anywhere. There is no such money known. Money outside the nation by which it is coined, is not money at all, but is simply so many pieces of precious metal good for what an equal amount of silver or gold brick would sell for. We have a table showing what the salaries of our foreign

ministers are worth in the several countries to which they are sent, and in some of these the salaries are worth much less than at home, and in some they are worth more. Their salaries are all paid in gold, yet in no instance is their money current where they go.

Thus far we see no advantage that gold possesses over silver, that is worth a moment's consideration. Both are good money within the domains of Uncle Sam, and equally good, and neither pass current elsewhere.

Why then did congress demonetize silver? I confess I cannot tell. It is said upon very strong evidence that the bill was stolen through congress, that only three or four members in each house knew what was being done and that President Grant did not know the nature of the bill when he signed it. Although there is a very ominous array of evidence to prove this, yet the stubborn manner in which the fight against silver still goes on would seem to be abundant evidence that had they known the real import of the bill the vote would have been substantially the same.

While we may not assume the province of determining whether there was a little crookedness or not in piloting the bill through congress, we may very properly investigate its effects upon the business interests of the nation.

I need hardly say that the immediate effect of demonetization was to place all money on a gold basis. This viewed in a more superficial way would not appear a serious matter, but a careful investigation will show that it is far reaching in its results. I could quote a large number of acknowledged authorities upon monetary science to prove that the value of each piece of money is increased or decreased just in proportion as you increase or decrease the volume in circulation.

Hence it is obvious that while we had the same number of dollars with which to transact business after demonetization that we had before those which were to be the standard and were to measure the price of every day's work, and of every product of labor, were only half as numerous. The inevitable result was gold appreciated. Labor must get less for its service. Moreover this appreciation must go on, for the present production of gold in the whole world does not nearly keep pace with the increase in population in gold using countries.

Hence, it is seen that gold thus lost, the second requisite of good money, that is unchanging value. And by losing this quality it necessarily lost, at least partially, the first requisite, in that it does not now circulate as freely as silver and paper money.

All men who have a tendency to hoard money will hoard that which is especially honored.

Not only has demonetization caused labor to be less well paid, and laborers to be thrown out of work and business failures to increase, but this has always been the result of equivalent manipulations of a nation's money in all countries and all ages.

England and Germany have both taken the same voyage in the same boat and their people have suffered even worse than Uncle Sam's.

This is not the only evil effect of demonetization. Our silver that formerly found a market at home is now worth nearly 40 per cent more in India than in the United States. So we are compelled to witness the spectacle of England purchasing our silver, coining it into rupees and with them purchasing her needed bread-stuffs there. It is an unquestionable fact that this has been the prime cause of the falling off of this export to Great Britain.

The great hobby of those who favor gold only, as a basis, is that they are in favor of an "honest dollar." But if there can be anything more dishonest than an act of congress that gave to our money between 30 and 40 per cent greater purchasing power, it can only be found in such other acts as the "exception clause", "the national banking act," "credit and strengthening act," and the act to provide for the retirement of the greenbacks.

But if you want to take away the breath of a gold bug, just mention fiat paper money; and if you would see him drop dead, mention that it shall not be redeemable in coin. Yet I am going to take the responsibility of saying the best paper money ever issued has been *fiat* money. The sixty millions in greenbacks issued before the exception clause was tacked on the greenback, was always on a par with gold, and when gold went to \$2.85, every dollar of the sixty million in demand notes went to \$2.85 too. When a piece of paper of a certain stamp is declared by congress to be a dollar in payment of all debts, public and private, it is as good a dollar as it is possible to make. It has all the money value (not commodity value) of a gold or silver dollar. And nothing can prevent its circulating at a parity so long as the government that issues it remains.

Indeed the gold, or silver dollar is not money at all, without the fiat of the government, declaring it to be a legal tender, but is simply a valuable commodity like iron, coal, wheat or cotton.

Apropos of what I have written, I arraign the American congress, first, for a ruinous contraction of our money by destroying the greenbacks and the demonetization of silver. Second, for establishing and perpetuating a policy that causes the value of money to continually appreciate,

thus placing debtors at an ever increasing disadvantage to creditors. And laborers and producers on a bad route to reach those obligations, caused by salaries, bonds, etc., that were created when money was not so valuable and the price of labor higher. Third, for establishing a financial system by which money is loaned into use instead of being paid into circulation. Fourth, for placing the control of the volume of money within the power of legalized monopolies, calling it endorsement. Fifth, for taxing the people to pay to said monopolies on their deposit of bonds four per cent, bonds exempt from taxation, equal to seven per cent per year, ninety per cent of which is loaned to the people at an average of eight per cent, thus making the use of money cost fifteen per cent per annum, while the productive industries cannot be made to pay above four per cent. Sixth, they have ruined our commerce by compelling builders of merchant marine to pay five times as much capital as England. Seventh, they have caused business failures by undermining capital with contraction and the excess of interest above what the industries will pay.

In conclusion, have we anything to offer as a means of relief? Certainly we have. First, we urge that it is as much the business of the government to furnish enough money to do the business of the country on a cash basis, as it is to protect our country from foreign invaders.

To do this we should have free coinage of gold and silver, and in addition as much full legal tender paper money *paid into* circulation as will reduce interest to about $3\frac{1}{2}$ per cent. Second, the paper money to be convertible at the option of the holder into government bonds bearing a rate of interest not above 3 per cent. This would provide that elastic quality in money that has long been the ideal of some of our best statesmen. The convertibility of both bonds and currency would prevent both ruinous contractions and questionable expansions.

And by no means would I have the paper issue secured by gold. A few millions of gold is not nearly so good a backing as the whole nation's wealth.

We already have too much basis on gold for good security and safety to our financial system. □ So also has England and Germany. When the Barnings of London failed it ought not to have caused a ripple on the financial surface. But in gold standard England and Germany, the earth had to be turned upside down to get gold. In the United States all that saved our system according to the Wall street barons was the loan by the secretary of the treasury of \$70,000,000. While in bi-metallic France, there was the financial ability to loan to Germany and England enough to tide over the crisis.

The tiny stream of gold and silver coming from the mines of the world is no longer sufficient for the monetary material of the world. So let us

absorb all the native product and add enough currency based on the wealth of the United States to give enough money that business may be prosecuted without hindrance, and that products of the farm may not be stuck in transit for want of money to move them.

NATHANIEL R. PIPER.
Kenton, Ohio.

The various reductions in prices made by some of the American watch manufacturers have caused several dealers to impress the public with the idea that first class watches could be had for a mere trifle. The deceptions that are practiced in the cases alone are sufficient to make a wide range of prices, between the unprincipled dealer, and the honest merchant. That watch movements have been considerably reduced in price, is a well known fact, but it still also remains a fact, as all sensible men know, that a good honest article always commands a fair price. In placing before the railway fraternity the celebrated Wathier Railway Watch, at the prices quoted in their advertisement in THE RAILWAY CONDUCTOR, Messrs. Wathier & Co. feel convinced that for a reliable watch, well manufactured and honestly cased, it has few equals, and considering the price, no superior. During the past few years they have added every new improvement of value to this popular watch, and the result is that at the present time, there are over five thousand railway men who carry the famous Wathier Railway watch, and they have yet to record the first complaint as to its not meeting every requirement of the railway service.

— • —
The O. R. C.

Three cheers my brave lads for the O. R. C.,
May your name be well guarded in this land of the free.

You who know every duty and do it at sight,
And have your lamps trimmed for the coming of night;

Who never shirk labor, are steady and tried,
And are always ready, with the turn of the tide.

God bless you my lads of the O. R. C.

May God ever guide you, and safe may you be.
Be true, honorable, in your march through life,
With your aim at the front working hard in the strife,

Through mad howling tempests, through blizzards and rains,

You take the car numbers and wait on your trains;

You stand by each other in all that is right,
And to one another you are true friends at sight.
While such is the aim of the O. R. C.,
God will protect you and safe you shall be.

In sickness or death, you do what is right;
In trouble or need your purse is in sight,
To get to the front is your star and your aim,
No matter what troubles you are always the same.
My father is one of this true hearted band,
Who ere long will be honored throughout all the land,

For ere long the aim of the O. R. C.
Will be known and praised to the highest degree.
Now be faithful and just, generous and true,
And God will ere bless you good, night, now adieu.

MISS ADA COBB.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

MY DOG'S SOUL.

MRS. A. GIDDINGS PARK.

'Do you think your dog has a soul?' you ask,
Half amused the smile that we trace,
As though too absurd were the very thought
To give in your creed a place!
Let me ask you to look in his knowing face,
In his mute appealing eyes,
And tell if no sign of a soul you see
In his questioning glance and replies?

Let me ask—did ever a human soul
More loving devotion show,
Than is seen in the acts of this faithful dog
Who is staunch through weal and woe?
Did ever a human friend betray
Your heart's most sacred trust?
Whene're did you know this friend desert,
Though die for your sake he must.

What faith more grand did you ever see
Of man's in his God or man,
Than is seen in those watchful, soulful eyes
That your features closely scan,
And seem to divine your very thoughts,
And your every glance to read,
As he lies at your feet your willing slave
Your slightest wish to heed!

When sickness came and the darkened room
Shut you in from life's busy care,
He slowly crept to your bedside close,
And laid his head gently there,
And softly whined as his ear you stroked
With a feeble, outstretched hand;
How better could sympathy be expressed?
How better you understand?

What prompted the act when a prattling child
Strayed into a busy street.
And fell unseen by the jostling crowd
'Neath the horses' trampling feet,

And dear, brave Ponto, drew him out
Unharmed, nor released his hold
Till he'd drawn him far from the curb stone's edge,
Like a hero true and bold?

Has my dog a soul? What is it in him
That loves so strong and true,
That differs from that which the God of love
Hath implanted within you?
What is it that censures before rebuke
From his master's lips may fall,
If not a conscience within him rules—
That monitor of us all?

Has my dog a soul? Will he live beyond
When this life with its ills are o'er?
We answer—if man may live, why not he,
Who often is faithful more?
And we like to think,—'tis a pleasing thought
And a part of our chosen creed,—
That the pets we've loved, dumb creatures all
Have a future that meets their need.

And we sometimes dream of a fairer world
Where the lone dove finds its mate;
Green pastures where still waters glide,
And the peaceful flocks may wait.
Where the deer in its forest bounds unharmed
And drinks from unfailing spring;
Where the timid cony unfearing sports.
And the bird in its Paradise sings!

For the dear Lord careth for his own.—
His own are both we and they.
And he who loveth His creatures best,
The best can he live and pray.
He hears the cry of the straying lamb
In the wilds, and He feelth all
The pain of the wounded fluttering dove;
He heedeth the sparrow's fall!

Our Dumb Animals.

In the January number of the *Switchmen's Journal* occurs an article headed "A Weak Plea for the Woman's Page," and I can't forbear telling the writer of it how the subject referred to appears to me. Or if she *never* sees it telling others how I feel about it. Granting, in the first place, the fact, that not everything in the papers or columns of the papers (devoted to women) is of interest to me, yet I must admit that I am not the only one to be suited. Nor in all probability does my taste for reading express the taste of a majority of womankind. Evidently the writer of that "article" thinks she can gauge others literary digestion by her own. Excuse me if I become satirical, for really the strong language used in her comments is almost too much for my patience. Would you, my sister, if getting up a tea party, set before your guests just the one thing you like best of all? By no means. Realizing that tastes differ you would set a variety before them, expecting (most naturally) that each would take the kind of food she liked best without being disturbed about her right hand neighbor taking something else she could not digest. The more I think about it the more I realize that the sisters will hardly know what I am getting at, if I do not send with this the "article" itself, so here it is:

A WEAK PLEA FOR THE WOMAN'S PAGE.

Not long ago I took occasion to say that the average Woman's Page of the daily paper was an insult to the intelligence of the sex for whom it was intended. A producer of this sort of literature rises up to take exceptions to my remarks, urging that there are things in the Men's Pages of the daily papers better worth attacking than the Woman's Page; that the supply-and-demand chestnut justifies the production and publication of the latter; and finally that such a page as I describe is not to be found in any reputable daily paper.

Let us grant for the sake of argument, then, that the Woman's Page is morally all right—that it is helpful and elevating to the average American woman to know that the Empress of Austria rolls her own cigarette, that Mrs. Frank Leslie introduced the fashion of all black underwear, that all self-respecting women are having their diamond necklaces reset to show as little gold as possible, and that "beauty of character is the crowning glory of a lady." This last is a direct quotation from the article defending the Woman's Page against my dastardly attack. A paragraph on this moral sentiment is mixed up with others on "The Custody of Children," a scheme for dinner-table decoration, a report of the W. C. T. U. convention, a woman suffrage argument, some fashion hints about cheviot frocks with waist coats of contrasting colors, and a few statistics about women in business! Oh, by all means grant the morality of the Woman's Page! One could afford to do it were the matter as piquant as the "Decameron" and the style as lurid as the *Police Gazette*. The absurdity of it is enough to occupy the attention of any one person, without complicating the matter by ethical considerations.

You can, it is true, find worse things than in the Man's Pages of any paper. In fact, you would have to go far to find outside of the Woman's Page such a mixture of secular instruction and goody-goody admonition as is here set forth. The same public which finds something irresistibly comic in a God-fearing editor who puts a Scripture text at the top of his editorial column, swallows in the Woman's Page, without apparent effort, news from the demi-monde inextricably mixed up with moral paragraphs which might be plagiarized from dear old Hannah More. It must indeed be true that women have no sense of humor.

Suppose for an instant a Man's Page made up on the same plan as the feminine hodge-podge in question. It starts off, let us say, with a tariff editorial founded on statistics about the importation of steel rails, then glides

gracefully into a eulogy of the striped autumn trouserings; it goes on with a description of how Mr. X— of the writer's acquaintance—subdued his bookkeeper and office boy, modeled after the latest essay on the management of domestic servants; next comes an abstract of a recent sermon by Dr. John Hall, telling how the reverend gentleman was dressed and the name of his tailor; then there is an account of a prize fight, followed by some advice of how to keep your wife home evenings; and it winds up with directions for making a revolving office chair of a barrel, two recipes for turning neckties and one for making punch, and some moral reflections on variations of the aphorism, "Be good and you will be happy."

In preparing a meal for a child, an invalid or a tramp—in fact, for any weak or down-trodden creature who cannot help himself and who may therefore be insulted with impunity—we heap together food of all sorts of flavors, mincing it fine to promote convenience in the first two cases, or piling it up in a promiscuous mass if the recipient be a wayfarer, taking care only that there shall be enough. No chance for choice between this and that is left the consumer. There is so much bread, and so much meat, and so much pudding, arranged in strata which defy the ordinary rules of sequence in a meal. It must be eaten that way or left alone. Well, this seems to me very like the Woman's Page, which is filled up with glimpses of women's clubs, remnants of haberdashery, directions for doing things that no sane person wants to do, dilute moral platitudes, and, over it all, flavoring the whole mass, a dash of that patronizing advice-giving which is the incorrigible fault of the average woman who scribbles.

Is there a demand for this sort of thing? Then it should be dispensed—like anything else hurtful to society, yet which people *will* have—under a high license. The revenue therefrom should go to educating girls in sound literary tastes and in sufficient concentration of mind to enable them to estimate properly such heterogeneous messes.—Eunice Dorr, in *Kate Field's Washington*.

There now you have it in full, and although the most of us (I think) do not care about any woman's cigarette business or particularly about who introduced black underwear, yet as to the latter some are so grateful for the convenience of the latter, that they might be glad to know to whom they were indebted for the novel idea. But as to the "goody-goody admonitions," and "the custody of children," the "decoration of a dinner table," being mixed up with or rather dished up along side of others of altogether different tone and character, we emphatically say it is all right. We who are home-keepers have to spend much time in thinking how we can make our homes attractive, often with very limited means, and I know (by experience) that I have often been helped over rugged places by the practical suggestions of some sister in "The Woman's Page," and at the same time experienced a lifting up of the soul, by the spiritual thought of some other sister's letter that occurred just before or just after it. Very fortunately for us our "Woman's Page" is not under the control of any one that thinks she knows just what each and all will like, but one who invites the free discussion of things in general, asking the Sisters to please feel free to write on any theme interesting to themselves, or that they think will be of interest to any other sister. I do not expect "table-setting" and "dress making," will attract much attention from any, only those interested in them, on account of those things occupying so much of their time. But there are many of us included with such. And the other sisters who have time for music, painting or house and home decorations

will please feel that our department is for one and all lady readers, and lovers of prose and poetry can help to make it a most interesting scrap book of good articles. Some of us have old yellow scraps of choice thought, almost worn beyond perusal, let us find them as good as new in THE CONDUCTOR, and by so doing give others of like taste a treat.

DEAR SISTERS:—I am not going to address this to the editor or editress for she is included when I say "Sisters." I imagine it was she, who wrote the article signed "Yours in Earnest," and I feel now, more than ever, that the Ladies' Department of THE CONDUCTOR does not belong to a favored few, but to all of us who read its columns of varied matter. And I can vouch for the good it does one to have some one mention the letter, sent with much misgiving by bashful writers, for I notice in the last number, that "Jean Hunt" had read my last letter, and I assure you I was glad to know some one noticed it. My husband noticed the article "Traveling on Passes" without my having to call his attention to it (which I surely should have done had he not found it himself). We had a mutual good laugh over it, too. There is one thing I wish to say right here, in favor of the men: They are always ready to own a fault, that is so plainly visible that they know it is policy to do so.

Sister Belle has asked a question that I have often thought of asking, regarding the aim and object of the auxiliary. And Belle, I know just how you felt the night you wrote your letter—with husband out in the storm and darkness. The anxiety, and all, what railroad man's wife does not know what it means? But I have always held to the idea, "that eternal good must come from all things, however round about the route."

Yours,

INTERESTED.

TOLEDO, Dec. 21, 1891.

In looking back over the events of the past year, we cannot but feel grateful to the Giver of all good and perfect gifts. 1891 has dealt very kindly by us, there has been very little sickness and no deaths in the families of our members. We can only hope that we may be able to say the same at the close of '92.

On November 13, eight of the ladies of Banner Division visited Andrews Division of Elkhart. We were met at the depot by a delegation of sisters from that division and invited to step into a bus in waiting, when we were conveyed to Hotel Buckland, where a sumptuous repast was served, after which we were escorted to the G. A. R. hall where their meetings are held.

There we were met and introduced to the other members of the division, one and all impressed us with the desire that Elkhart was not so far away, and that we might see them often. After the meeting closed, the president, Mrs. Hussey, informed us that supper awaited us at her home, and that no excuses would be taken, so of course we made none but did as we were commanded. Some of us did try to offer a feeble resistance on reaching the street car when she coolly informed us that it was her treat and no Toledo money would be taken in payment for fares, but we had always been taught that submission was one of woman's chiefest virtues, so we submitted with all the grace given us. After the supper to which we all did ample justice Sisters Hussey and Spurgen conducted us back to the depot to await the coming of our train; there again we met several of the ladies who had come hither to see us take our departure, but when the train arrived, we had the conceit taken out of us somewhat by the conductor's remark that that crowd could not ride on his train; but he finally consented as we were all armed with passes signed by the superintendent. We would never forgive Bro. McIntyre, only that his wife was one of the crowd and we are certain that he was treated to one of Caudle's curtain lectures delivered in first class style, before he was allowed to sleep that night. As it was, all enjoyed the day, and voted the ladies of Elkhart as being right royal entertainers.

On the evening of December 10th, occurred the first annual ball given by the ladies of Banner Division at I. O. O. F. hall. It was a success in every way; there was a large attendance. The hall was beautifully decorated and from behind a screen of potted plants and ferns, Leon's orchestra discoursed sweet music for the pleasure of those who wished to trip the light fantastic, while for the more sober and sedate, cards were furnished to while away the hours from 9 p. m. to early morn. Each member constituted herself a reception committee consequently there were none who did not receive a cordial welcome. Up in the dining room the tables looked beautiful with their snowy linen and glittering silver, and were loaded with all the good things which help to make life pleasant for the hungry man.

Mrs. James McMillan, as chairman of the social committee, was a host in herself; too much cannot be said in her praise. And our president, Mrs. Moore, is no drone, not even at the table; but we don't wish to insinuate that she is a large eater, for she may have future prospects of which we know nothing, and we would not like to injure them for we think the best none too good for her.

In mention of the floor committee we will only

speak briefly. We could hear the clarion voice of Bro. Talty announcing the want of one more couple this way, while Drs. Purrett and Osborne were untiring in their efforts to find a case of la grippe which their medicine would not cure. Bro. Loop made himself conspicuous by his absence, but as his was a case of business before pleasure, we can only commend his good judgment.

And later in the month, Dec. 18, came the election of officers. Mrs. Jas. H. Moore was elected president; Mrs. E. W. Purrett, V. P.; Mrs. J. Powers, S. and T.; Mrs. G. R. Updyke, S. S.; Mrs. M. A. Loop, J. S.; Mrs. A. W. McIntyre, G.; Mrs. Geo. McWilliams, C. S.; Mrs. Moore, Delegate; Mrs. Jas. McMillan, Alternate and Chairman of Executive Committee.

The ladies of Banner Division wish to tender their thanks to Div. 26 of the O. R. C. for their aid and sympathy in the past, also for their assistance at our party.

Now Mr. Editor I am afraid I have made my story too long and as a consequence it may come to grief or the waste basket, but please remember that it is the last of the year and it is not best to leave anything undone. Hoping that my successor may find something more interesting to say to the readers of THE CONDUCTOR than I have, I remain

Yours in P. F.,

MRS. J. POWERS, Cor. Sec.

Intentions and Results.

Much of our present happiness and our future progress depends upon the attitude we take with regard to our own past lives and actions. With the variety of temperament and early training, there is an equal variety in the manner in which people look back on themselves. Some cheerfully and self-complacently review their past with a fair degree of satisfaction. They do not see much reason for regret, still less for self reproach, and as the past, whatever it may be, can never be changed, they esteem it a folly to waste time and feeling in unavailing lamentations. Others, of a different type, are forever recalling the past with sadness, and wishing that it had been different. They brood on their mistakes; they consider how much better they might have done; they reproach themselves for all their faults and failures; they decry their ignorance; they grow bitter in the retrospect. Others, again, wiser than either, try to review the past, chiefly for the sake of the future: they trace their follies less to deplore than to avoid them; they use their experience not so much to scorn their past errors, as to promote future welfare.

Those of us who are intelligent enough to take this course are, however, often discouraged by its apparent difficulties. We find much that seems unexplainable; much that we had supposed to be right and wise turning out disastrous in its effects. Some things which we have scrupulously avoided, perhaps at great sacrifice of inclination, prove to have been really the very things which were most needed. Mingled motives and complex circumstances make of the past a tangled web, that our utmost efforts fail to unravel. And then we find that the circumstances have changed, opinions have altered, and we ourselves look at things so differently from what we did that it seems impossible to judge justly of our past, or to apply that judgment to future needs. We certainly learn something by experience, but the lessons are hard and need explanation, and our progress in acquiring them is slow and unsatisfactory.

One thing that might help us to elucidate the past, and to discover its bearing upon the future, is to keep clearly in mind the distinction between the *intention* of our actions and their actual *results*. If we desire to ascertain our own moral condition when we performed them, we must study the former; but if we would test their value as a guide for the future we must study the latter. Whatever we may have done, believing or fearing that it was wrong, was wrong for us then, even though in looking back upon it now, the action itself may seem to have been innocent, and even to have produced favorable results. This is seldom thought of in our retrospects. We look with lenity upon all conduct that approves itself to us at the present time, and smile at the qualms of conscience that we once had, forgetting that the quality of the action depends upon the intention, and that our opinions of right and wrong at the time determine its moral character.

On the other hand, if we have acted according to our belief of what was right, and up to our knowledge of what was best, we are absolved from all blame and relieved from all further responsibility. Yet it by no means follows that the same action would be equally good or wise now. It is manifestly unjust to condemn ourselves for having done what we honestly held to be right or considered as innocent, yet there is a wholesome regret at past errors of judgment, which has been called "repentance of the understanding," which every man and woman who is mentally and morally growing will frequently experience. We are continually adding to our knowledge, improving in intelligence, getting a deeper insight into cause and effect, proving by repeated experience the wisdom or folly of certain courses of conduct. Thus standards are ever rising, and the con-

science of the good man will prompt him to quite a different line of action in certain respects this year from what it did last year, if his intelligence has been active and his mind growing. Much that was right for him then would be wrong now, simply because he is living on a higher plane. This truth is often lost sight of by those who strictly follow the teachings or example of some honored leader who has passed away. He was, perhaps, far beyond his day or generation, as a statesman, a philosopher, a philanthropist, or in whatever direction his genius was bent. But some of his followers fancy that loyalty requires them not only to tread in his steps, but to go no further in the same direction. They forget, that had he lived, he would not have stood still; his mind would have continued to grow and his standards to rise, and that truly to follow him is to continue to advance in the paths which he has opened up for them.

This distinction between the conscientiousness of our acts and their ultimate results is doubtless the cause of much of the cloudiness which envelops the past, when we try to review it. We mix up right and wrong with what now appears to us to be good and evil, thus obtaining no clear idea of either. On the one hand, we excuse what is inexcusable; on the other, we censure what is unimpeachable. Unless we can recall our past self, with its opinions and convictions, its intentions and motives, its ignorance and knowledge, we cannot judge it justly; and, unless we examine the results of past actions in the light of present intelligence, we shall make no improvement in the future. These investigations, made in the spirit and the love of truth, will reveal to us not only new visions of what is wise, but new standards of what is right. It is not true, as some have tried to prove, that while intelligence grows, morality stands still. What are the limits of either no one knows, but certain it is that, with every increase of knowledge, with every upward stage of mental growth, there is a corresponding enlargement of the sphere of duty, an ascent of the moral ideal. Whatever is proved to the mind to be wisest and best appeals at once to the conscience as a duty to enforce, and to the will to carry into action. And we are quite as responsible for the growth of the one as for the faithfulness of the other. Sloth and stagnation are moral as well as intellectual sins, and, while we must ever follow our present convictions of duty, we must use every means in our power to test those convictions, and, if need be, to correct and improve them.—*Locomotive Engineer's Journal*, Jan. 1892.

The Realizing Faculty.

There is no faculty of the mind which is so prominent in its influence on the moral nature as imagination. As the reasoning powers and the judgment are cultivated they reveal to us much knowledge of right and wrong, solve many of the knotty problems of life, and disentangle some of the intricacies of duty. But it is reserved for the imagination to touch the heart and to arouse the feelings. And as the essence of the moral life is the love of the right, and the desire to pursue it, whatever can inspire or nourish these deserves our special consideration.

The imagination is almost boundless in its range. Without creating anything absolutely new, it has the power of so combining and re-combining, fashioning and re-fashioning the actual materials and relations of life as to form innumerable fantastic and even impossible images, which appear, dissolve and re-appear in ever new forms. But, aided by keen perceptions, wise discriminations and a sensitive nature, it also has the power of picturing things as *they are*, with a fair degree of correctness. This may be called the realizing faculty. Its functions in our social life is much more important than is generally supposed. A very large proportion of our sins against our fellow men may be traced to a deficiency of this power. Unkindness from the most trifling discourtesy to the most pitiless cruelty, is largely due to the fact that we have no adequate image in our minds of the feelings of those we thus hurt. In former times this was the case with regard to bodily pain. Men, and even women, could witness without a shudder the gladiatorial contests and the agony that supervened. Torture and persecution were every day affairs, because no one realized the pangs inflicted. Civilization, with its increase of knowledge, insight and sympathy, has made all such things well nigh impossible. And, slowly, too, we are becoming able to picture to ourselves the thoughts and emotions of others, and these images make many persons careful not to cause mental distress to those with whom they mingle. Pity and compassion are, indeed, the first fruits of this realizing faculty, and are generally proportioned to its development. We know how much more easily they are aroused by the sight of the pain than by its mere recital, by the occurrence of a small catastrophe in our immediate vicinity, than by the wholesale destruction of life in a far away land. In the one case the mental picture is vivid, in the other it is pale and colorless.

If this realizing power makes us compassionate it also makes us charitable. Intellectual sym-

pathy is more rare and more difficult of attainment than mere sympathy with pain and pleasure. Those accustomed to one line of thought, and associating only with those who share it, cannot readily understand how any one can differ from them, and are, therefore, inclined to doubt either their honesty or their intelligence. Much bitter controversy, much harsh and unjust criticism, is due to the feebleness of this power. Neither party can put himself in the place of the other or see how he came to hold such beliefs, or why he should not at once abandon them. So the estimates of guilt commonly made are seldom fair and just for the same reason. When a man, accustomed all his life to abhor some vice or to loathe some crime, and mingling only with those who share his feelings, forms his judgment of a delinquent from his own standpoint, it must be an erroneous one. He thinks what his *own* guilt would be in such a case, which is a very different matter. He does not pause to remember that the man whose birth, surroundings and education have made vice and crime familiar, cannot regard it as he does. He cannot conceive of the strength of his passions or the force of his temptations. So the rich and poor fail to understand each other, the well informed and the ignorant, the employer and the employed, the young and the old. Their lives, their modes of thought, their influences, their standards of action are all different, and, failing to realize any but their own, their judgments of each other are erroneous and uncharitable. Could they but form true pictures in their minds of each other, could they imagine with any fair degree of correctness each other's condition, thoughts, feelings and motives, how much more kindly, charitably, and therefore justly, would each estimate the other.

If this realizing faculty is so powerful a factor in human welfare, how may we develop it? Every advancement in education, every act of mental discipline, every advantage of wider intercourse by society or travel, everything which brings different classes into closer relations, every influence which broadens the mind and expands the views, tend in this direction. To beware of getting into ruts, to avoid dwelling upon a single line of thought, to vary the life as much as may be, to study human nature in its personal and social aspects, to be hospitable to another's thought, tender of another's feelings, respectful to another's individuality—all these will help us to a clearer and truer realization of our fellow men and to better relations with them.—*Locomotive Engineer's Journal* Jan. 1892.

"Creeping Up the Stairs."

In the softly fading twilight
Of a weary, weary day,
With a quiet step I entered
Where the children were at play.
I was brooding o'er some trouble
Which had met me unawares,
When a little voice came ringing
"Me is creeping up the stairs."

Ah, it touched the tenderest heart-strings,
With a breath and force divine,
And such melodies awakened
As no wording can define.
And I turned to see our darling
All forgetful of my cares,
When I saw the little creature
Slowly creeping up the stairs.

Step by step she bravely clambered
On her little hands and knees,
Keeping up a constant chattering,
Like a magpie in the trees;
Till at last she reached the topmost,
When o'er all her world's affairs,
She delighted stood a victor
After creeping up the stairs.

Fainting heart, behold an image
Of man's brief and struggling life,
Whose best prizes must be captured
With a noble, earnest strife;
Onward, upward reaching ever,
Bending to the weight of cares,
Hoping, fearing, still expecting,
We go creeping up the stairs.

On their steps may be no carpet,
By their sides may be no rail;
Hands and knees may often pain us,
And the heart may almost fail;
Still above there is the glory,
Which no sinfulness impairs,
With its joy and rest forever,
After creeping up the stairs.

—*Locomotive Engineer's Journal*.

Left Undone.

It isn't the thing you do, dear—
It's the thing you've left undone—
Which gives you a bit of heartache
At the setting of the sun;
The tender word forgotten,
The letter you did not write,
The flower you might have sent, dear,
Are your haunting ghosts to-night.
The stone you might have lifted

Out of a brother's way;
 The bit of heartsome counsel
 You were hurried too much to say;
 The loving touch of the hand, dear,
 The gentle and winsome tone,
 That you had no time or thought for,
 With troubles enough of your own.
 The little act of kindness,
 So easily out of mind;
 Those chances to be angels
 Which every mortal finds;
 They come in night and silence—
 Each chill, reproachful wraith—
 When hope is faint and flagging
 And a blight has dropped on faith
 For life is all too short, dear,
 And sorrow is all too great,
 To suffer our slow compassion
 That tarries until too late.
 And it's not the thing you do, dear—
 It's the thing you leave undone—
 Which gives you the bit of headache
 At the setting of the sun.

—Selected.

Little Dora's Verse.

Little Dora was five years old and when the other children learned their verses for Sunday school, Little Dora had to learn one, too. She had learned blessed are the pure in heart and all the blessed verses before it, and to-day Mama read to her, "Blessed are the peace makers, for they shall be called the children of God." Mama told her what a peace maker meant and then proceeded to teach her the verse. Blessed said mama; blethed, said Dora; are the, said mama; ah de, said Dora; peace makers, from mama, followed by peathe makers from the wide awake little girlie. Over and over they said the verse, a few words at a time until Dora said all alone, bravely, "Blethed ah de peathe makles foh deys all be talled de chillen of God." For days Dora repeated it over and over to herself, but every body was so good and everything went along so peacefully that she had no chance to be a "peathe maker" only she did not break the peace. But one day her mama went to the store after a spool of thread. Mama had given her a new nickle, telling her that she would receive one penny in change as the thread was only four cents, and that she might spend the penny for herself. As she walked along home thinking about her penny and how she should spend it, she came to some large boys disputing over a game of marbles, loud angry words fell from their lips and they really looked as though they

were going to fight. Dora's verse naturally came to her mind. Here was a chance to make peace. Involuntary she repeated, "Blethed ah the peathemakahs," and stepping fearlessly up to the boys, held out the penny in her tiny hand, saying, "Boithes, ooh tan have dis penny if ooh will dus thop that naughty talk, and be dood boithes." How ashamed the boys looked, and the largest one said, "Bless your little heart, we don't want your penny; here take my marbles," and before Dora could gather her scattered senses the boys had contributed to Dick's bag of marbles until it was too full to tie good, and laying it in her arms had walked away whistling boy fashion. Dora hastened almost breathlessly home, and when she had told mama about it said, "do folks always get marbles for bein peathe makahs?" Mama tried hard not to laugh as she answered, "No, not always marbles, darling, but they always get loving thoughts, which are much better," and left Dora with her marbles and her verse.—*The Gleaner*.

An Unhappy Thought,

An old cow, so I've heard it said,
 Lived near a railway track.
 It was her favorite promenade,
 With only one drawback.

Whene'er a train came up the road,
 It shrieked as if to say:
 "Come, come old lady, step aside!
 We have the right of way."

She said she'd lived the longer there,
 She thought it wasn't just.
 Trains were too rude to step aside;
 Why was it that *she* must?

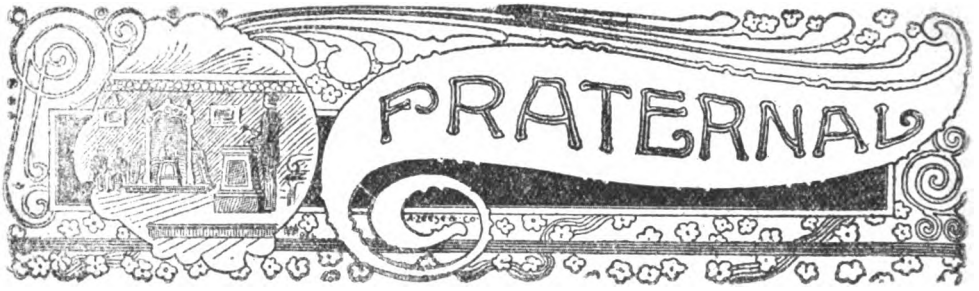
She cogitated long, and then
 She argued to her calf:
 "I think that to that upstart thing
 I'm too polite by half.

"When next it gives its warning shriek
 (I'll tell you my idea)
 I mean to look the other way,
 Pretending I don't hear!"

"Why, yes, dear ma! I think I would,
 Just make them take the field."
 And so the old cow took her stand,
 Determined not to yield.

But how the new plan worked, alas!
 The calf could only guess;
 Because its mother never came
 To tell of its success.

—Helen F. Lovett, in *Good Cheer*.



OSAWATOMIE, KAN., Dec. 30, 1891.

Editor Railway Conductor:

Osawatomie Division, No. 137, gave their second annual ball and banquet on Monday evening, December 28th, which was a complete success in every way. The weather proved favorable, which brought many visitors from Kansas City, Sedalia, Ottawa, Paola and Council Grove. Prof. S. D. Pryor's orchestra, of St. Joseph, Mo., furnished the music, which was highly appreciated and commented upon by everybody in attendance. The banquet was prepared and served at C. A. Pratt's Missouri Pacific eating house, where 250 persons did justice to the many good things provided for the occasion, which pleased the eye and satisfied the hungry dancers. All arrangements had been systematically detailed and placed in charge of committees, each and every one of which performed their duties with as much accuracy and punctuality as they would have completed a time order against the "Cannon Ball," and this is the secret of our success, and makes our worthy secretary, Brother Scow, feel proud as he knows there are several new crisp bank notes going into our treasury, the proceeds of the ball. We desire to thank all our friends through THE CONDUCTOR for their liberal patronage, and to wish them a happy New Year, with the hope we may all meet again one year hence.

I am truly yours in P. F.,

A. C. HAMLET.

MINNEAPOLIS, MINN., Dec. 23, 1891.

Editor Railway Conductor:

Please make mention of this, so the conductors throughout the country will know we are still in it. On Dec. 20th, St. Paul Division No. 40, held a regular meeting at their hall in St. Paul, which was the event of the season. Minneapolis Division No. 117, had an invitation to attend in a body, and came to the front about thirty strong, to help do the honors, which was carried out in full. The principal feature of the occasion was the conferring of the three degrees on the members of B. of R. C. Lodge No. 24, in a body, and the first, second and third degrees on three newly

made members. Bro. J. D. Condit, C. C. of Division 40, assisted by Bro. Geo. M. Miles, C. C. of Division 117, conferring the degrees in a way that made it very impressive to every one present, of which there were seventy-three members registered of the different Divisions, making it a very nice audience. And I want to state right here that Division No. 40, has a set of officers to feel proud of. That they are all artists was apparent in the quiet way every thing was carried out to the last. After the regular routine of business, and the new made Brothers had signed their names for future reference, we were called to our feet in the usual way by the chair, and informed after an ancient custom our presence was required in the reception room, and ordered to form in double file and march to same, where upon entering we found a bounteous lunch spread, that every one present partook of in a way that showed his appreciation better than words. After luncheon the cigars were passed around, and we were called to order by Bro. J. D. Condit, and informed that Division 40, had a great many orators, and if we would listen we would hear some of their oratory, which was very praiseworthy from the members of 40, as well as 117, and some of the new made Brothers, and a goodly number of jokes, which were very enjoyable, and in which Bro. Staples excelled with his get off on the pump handle, which brought things to a close with three cheers and a tiger. And for entertainers, let me tell you Bro. J. D. Condit, C. C., and Bro. M. N. Goss, A. C. C., of Division 40, with their assistants take the cake. It never drags. More next time.

Yours in P. F.,

JOE.

WILMINGTON, DEL., Dec. 31, 1891.

Editor Railway Conductor:

Our genial new secretary and treasurer has notified me of my appointment as correspondent of the monthly for the ensuing year. Well, it is an honor to represent Wilmington Division No. 224, in our monthly, and if the Division and monthly can stand it, all right, tho' they may regret their choice ere another election takes place.

As to the happenings. Our annual election took place Dec. 6th, and resulted in the election of I. T. Layfield, C. C.; E. M. Dean, A. C. C.; R. Boylan, S. C.; I. Allison, I. C.; B. F. Loudon, I. S.; A. Mahoney, O. S.; F. J. Boylan, S. & T. I. T. Parker, C. Sherburne, and J. T. Cooper, trustees for one year. The attendance on election day was not as good as might be desired, twenty-three Brothers good and true being present. But what was lacking in numbers was fully made up in the hearty good feeling existing between the Brothers. Bowing gracefully before the will of the majority always, is one of the bragging qualities of Division 224. To the Divisions surrounding us it will be no news to tell of our prosperity, but for the benefit of others away from us, it will not be amiss to say, that a more healthy and prosperous Division, numbers considered, (72 members I think) cannot be found. We have at present something over \$1,000, in the Savings Bank drawing interest, and pay a sick benefit of \$5 per week. \$400 of this amount was augmented at the O. R. C. entertainment at the Wilmington Opera House, Dec. 12th. The play rendered was "She Stoops to Conquer" by The Ford Opera Co., and was well encored. The original contract called for the production of "School for Scandal" but owing to the sickness of the leading lady, the former piece was substituted. The house was filled to completion, and the Brothers and their families were out in full force, and were a credit to the O. R. C. Taken altogether it was a success in every way. Appropos of this entertainment, a complimentary excursion was given to Division 229, of Reading, Pa., by our Division Sept. 23. It consisted of a steam-boat trip down the Delaware river, leaving Wilmington at 9 a. m. and returning at 5 p. m., visiting Fort Delaware, and several Bay Side resorts. Meals were taken enroute, and this of all other similar trips was voted a great success, 65 members and their families were present, 20 of them being the visiting Brothers. Thus we of 224, enjoy ourselves. I will add that we are nearly all members of the Independent Mutual Association, and think it a most excellent addition to our Order. In the 6 months' operation only 5 assessments as yet. Bros. Hawkins and Parker, are off on their vacation, and as to the gallant Colonel, (I refer to our new chief) we expect some fine work, nothing startling, agitating the great body of the O. R. C. Things are moving along like clock work, and like the French cry of "Vive la Republique," we say, long live the O. R. C

Yours in P. F..

F. E. EMERSON.

LEADVILLE, COLO., Dec. 8, 1891.

Editor Railway Conductor:

Sunday night Dec. 6th was one long to be remembered by the Brothers of No. 252. Thermometer on the outside of Division room was trying to congeal and succeeded as far as ten degrees below, but in among the assembled Brothers it grew exceedingly warm at times. Regular meeting convened shortly after eight o'clock in which we piled up around our efficient secretary and treasurer business enough to swamp any ordinary man, but being well "up" in the office work and enjoying a Herculean stature, he waded through the labor without a murmur. Appreciating his past work and in the anticipation of making him his own successor, we tacked a salary on him which he in turn appreciates and deserves. This together with the raising of monthly dues, and admitting three Brotherhood men constituted the most important work of the regular session. Immediately upon closing regular order of business, C. C. L. A. Singleton convened the brothers in special session for the election of officers pursuant to an order issued at prior meeting.

The forces present were nearly evenly divided between the old O. R. C. and the Brothers admitted from the B. R. C. and, (just drive a tack in this) we are all well satisfied with the quality of timber that has fallen to us from that source, and every Brother is now congratulating every other Brother on the absolute harmony that prevailed during the entire election. Not a dissenting voice was heard, nor an adverse vote was cast for a single nominee, every officer being unanimously elected by first ballot. Four o'clock Monday morning hailed us as we dispersed, and on the countenance of each Brother there was discernable the unmistakable desire and determination to faithfully do his duty. Below are the corps of officers for 1892, and with the exception of the Jr. C. do not think we could have selected a better force.

L. A. Singleton, C. C.; Wm. Henderson, A. C. C.; L. J. Cummings, S. C.; H. E. Cronk, J. C.; W. M. McDole, I. S.; E. L. Dunn, O. S.; D. F. McPherson, S. & T.; Trustees and Finance committee, L. A. Singleton, Wm. Henderson, C. L. Gilbert. Local grievance committee, H. E. Cronk, C. L. Gilbert, Wm. Henderson. Correspondent to THE CONDUCTOR, H. E. Cronk. Solicitor to THE CONDUCTOR, L. J. Cummings.

Very truly yours.

H. E. CRONK.

MINNEAPOLIS, MINN., Dec. 15, 1891.

Editor Railway Conductor:

Minneapolis, Minnesota, the noted convention city of the Northwest. Please put that in capital

letters so that each and every conductor that gets his eyes on it, and has the opportunity of voting to where the next Grand Division shall be held will have it uppermost in his safety valve, so it will pop about the time he is voting for that same. Dec. 13, 1891, Minneapolis Division No. 117, held a meeting at their hall that would have done any conductor's heart good to have attended, as it was out of sight, and in addition to that meeting we elected officers for the ensuing year that we feel proud of. Just to let you know who they are I will give you a slight sketch of them. For C. C. Geo. M. Miles, was re-elected, after making a speech that would criminate any man, and then get elected without ceremony. An old soldier as well as a conductor, and fitted for any position in the Order, which I hope will be remembered if you ever want a change at the wheel. Next in order is our A. C. C., D. C. Kelly, who never fails to smile when anything pleases him, and will call you down upon entering to register. Next is our old and reliable S. & T., Geo. Elmer, who sits to the right of the C. C., and whom you can tell by that shiny place just back of his eye brows, and doing business all the time, and putting you in mind of what is on the books against you. Next is our S. C., M. F. Crahen, built after the bird of the same name, but a poor mans friend ever ready to help the suffering. Across from him is Wm. Beatty, our J. C., whom you will know by the handy way of keeping things in shape, and steering the boys ashore. Then comes our I. S., C. M. Torrence, whom the writer remembers skinning the cat in days of yore, and will take your picture through the camera in the door before he will let you enter. Last but not least comes our O. S., McCarthy, whom you will know, or he will know you, by the way he has of helping you on with your ulster, or any stray cigars you might have. Taking it all around we think we have as fine a set of officers as there is in the Order. And any one having any doubts to the contrary can satisfy himself by calling on us any second or fourth Sunday in each month, corner of Washington and First avenues, South Elks Hall. Take the elevator at the foot of the stairs and keep on going up as far as you can and turn to the right. Remember we can take care of the next Grand Division, by what the papers tell you. Division 117, is prospering, and here is a "Merry Christmas and Happy New Year." Take some yourself.

Yours in P. F.,

JOE.

SHARPSVILLE, PA., Dec. 29, 1891.

Editor Railway Conductor:

"As the year comes to a close, it is well that we

look to see that it's work is all done. Perhaps there are some neglected duties which may yet be done that the year's record may not be marred by incompleteness."

As I noticed the above article a few days ago I was impressed with the thought that altho' my heart has been so grateful, I have never expressed my thanks to Erie Division No. 64, for their kind care and thoughtfulness to me and mine, in our sudden and terrible sorrow. Also the pillow of flowers, a gift from that Division of which my husband was a member.

Youngstown Division No. 270, attended the funeral services in a body. Their effort to do so was greatly appreciated by all, and will not be forgotten.

As I read in the December number of THE RAILWAY CONDUCTOR, the opening words of a letter from Sunbury, Pa., I thought how true. Oh! the vacant chairs in conductors homes.

I acknowledge draft from Insurance committee, with many thanks.

Sincerely yours,
MRS. ANNA L. JESSUP.

TOLEDO, Ohio.

Editor Railway Conductor:

DEAR SIR: Seeing the text of the bill that Senator Cullom of Illinois has introduced, and noticing your remarks in last issue wherein a "contemporary wonders why it is that the switchmen have endorsed the old link and pin" instead of a so-called automatic hook, and seeing a description in the *R. R. Gazette* of late date wherein the fancy patent uncoupling levers are shown, that we are compelled to work with at night no matter whether our lamp goes out or not, leads me to address you an inquiry wherein under heavens the fool killer is. Now in my opinion there is more work for him to do at the present time than any "other citizen of the United States" that I have any knowledge of, and I think he ought to be "up and at it." If there is any good reason why we should have 20 or 30 kinds of couplers to contend with in freight service then let us know why, for me, I am willing to go back to the old link and pin without a shadow of improvement in any way, for by so doing we would know exactly "what is coming."

I notice you say there are link and pin couplers that are "good ones" and our most earnest desire is that we may have a chance, I mean yard and train employes, to bear testimony in the committee of our choice to say the least, and the committee that is recommended by the Cullom bill I believe will bring order out of chaos very quickly.

I will venture one more opinion upon my own

responsibility, and that is, that there is great need of a permanent committee of experts to meet, at least semi-annually and pass upon any device offered for interstate traffic for freight cars.

It is painfully evident that as soon as the patent right men and the rich manufacturers can go in cahoots with prominent editors of railroad papers and a few railway officials, we will never get anything for freight service in the shape of an automatic coupler.

I do not blame the switchmen for withholding their vote of endorsing the M. C. B. type, as those men are well aware that the expenditure of thirty or forty million dollars, and an annual expenditure of an immense amount to maintain it after it is applied to all cars, would necessarily re-act upon them largely in case it was rejected in a few years, as I firmly believe it will be.

If we as employés unite in asking for power brakes, that alone will be sufficient advancement for us to assume, as we can "bank" now on getting a uniform coupler. I may be wrong in this matter, but those are my ideas,

AS A CONDUCTOR.

BIRMINGHAM, ALA., Jan. 1892.

Editor Railway Conductor:

As we are in warm sympathy with all classes of organized labor, and especially with railway conductors, we beg to submit a few words upon the subject of federation.

In the December issue of your valuable journal we notice an article from "Link and Pin," and another from "Federate," written from Memphis, Tenn. The latter states "the time has arrived when the railroad employés of America must organize, co-operate and federate, and sir, the work must be done quickly and thoroughly."

Indeed "the time has arrived."

When we observe the power there is given to combined or federated capital we may be taught a lesson full of wisdom, and one which we should speedily exemplify.

If there is no benefit in federation, then there is no strength in union, nor is there any efficiency in power. It gives us increase of numbers. Is this objectionable? If it is, then we would be better disbanded than united. Again it gives us increase of wisdom. Is this detrimental? If it is, then there is no wisdom nor safety in the multiplicity of council.

The strongest state government in our union would be too weak and insufficient to conquer the smallest foreign power, but in the *federation* of all our states into one grand union we have a power sufficient to conquer the world in arms.

Separate organizations as they exist to-day have

accomplished material benefits in their weakness. And is not the union of members in each organization federation in a limited sense? Then if federation in such a limited degree has given such beneficial results, I ask what would it give in a general sense.

Organization as it exists to-day with railway employés, notwithstanding its policy and power, is but the initiatory or rudiment of what it can be and what it will be with any plan of federation that serves to combine the strength of all for the good of all. Our association with each other, the similarity of our occupations, having the same object in view and working for the same company or corporation, imperatively demands that a closer and warmer relationship should exist between us.

Now, I ask how is this relationship to exist and be fortified while we are divided. It has not, therefore it is presumable that it cannot. There is a certain degree of rivalry and emulation existing between all our orders which is a dangerous and destructive element. It causes division and strife, and our companies can dictate terms as long as they find we are divided. We are as one common family engaged in one common occupation, then why not unite fully and completely. "A house divided against itself cannot stand" is a truism that is supported and verified by holy writ, and it has been verified by our own experience.

We believe that a wise plan of federation will effect a treaty of reciprocity between capital and labor that has never existed, and can not exist without it. It will cause the lion and the lamb to lie down in peace together, and capital and labor will not stand arrayed against each other as implacable and malevolent foes, but they will clasp hands in eternal friendship over the graves they had made for each other.

Disunion is contrary to the laws of nature; yea, of civilization. There is no atom of matter in all nature that exists in isolation. And if we go back into the twilight of civilization we find that man, by intuition, was prompted to combine first into the family, then into tribes, monarchies and kingdoms, and it has been this instinctive element in man that led him to create a government democratic in principle, "for the people, of the people and by the people."

We have no words to express our surprise to find even one man in the railway service who would for a moment oppose any plan of federation that would serve to give him strength to grapple with oppression. There are a few aristocrats of labor who consider they would be lowering the standard of their profession by federating with those less favored with luxury than

themselves. God pity such benighted souls. If this very element was in authority they would be ten times more oppressive to labor than those now charged with injustice.

If an army was in close contact with its enemy, reinforcements would be a most delightful and helpful acquisition, and those who received them would not care whether they were lords or whether slaves, because they would give assistance. The intelligent and representative portion would be those who would formulate the principles and constitution of any federated body. Then why should this aristocratic element be so shocked by affiliation with their inferiors as they claim? Why do they single out the exceptions only? Shall we answer? It is for the want of that feeling "sympathy makes the whole world akin."

We have no words sufficient to express our contempt for the man who would desecrate his allegiance to that natural bond of brotherhood by manifesting the slightest estrangement to the humblest slave that ever earned bread "by the sweat of his brow."

Federation will sing the death dirge of scabism. Federation will unbind labor from its wheel of Ixion, and the vultures of monopoly will seek their prey from other fields.

God grant that before 1892 shall have numbered its moments with the past, that every man in the railway service shall be a brother of one common brotherhood. Let there be meetings composed of the several orders of railway employes held in every city in this country, to discuss this subject. Let it be proclaimed from the house tops. Let it be shown to the world that we have waked from our Rip Van Winkle slumbers and will proclaim federation until federation has come to stay. It is coming, it must come, if not then let us yield willing subjects to the cold and merciless power of capital and show to the world we have no power to formulate doctrines and principles for our good.

In conclusion, we wish to thank the conductors for the many courtesies we have received from them in the past, and God grant that the year 1892 may prove one of pleasure and usefulness to them.

Most respectfully yours,

A LOCOMOTIVE FIREMAN.

WAUKESHA, Wis., Jan. 6, 1892.

To the Editor of the Conductor:

Sunday January 3d, 1892, while Waukesha Division No. 259 was deeply engaged in business, there came an alarm at the outer door of our division room, which Bro. Hovey, acting O. S., attended and by some means unknown to us Bro. Hovey was overpowered and one hundred ladies

(as he expressed himself afterward) wives of the members, crowded into the outer ante-room and requested immediate permission to enter the division. Upon their request being made known the C. C. immediately called the division to order and declared the regular order of business suspended until the sound of the gavel was heard, and requested the I. S. to admit the ladies, who immediately came in and marched in good order in two lines right and left of the altar, the length of the division, halted and faced the center of the room, when Mrs. R. C. Hooey, president, in a very neat, clear and appropriate speech presented to Waukesha Division No. 259, through its C. C. a handsome altar scarf as an anniversary present, and also informed us that the ladies could keep a secret.

The scarf is a beauty, five feet long and twenty inches wide; made of black silk velvet trimmed with gold lace, bullion fringe across the ends and lined with scarlet satin. On one end is the following in raised gold letters and figures: Div. No. 259, O. R. C., with a pair of clasped hands and letters, P. F. in center of the above.

After our C. C. recovered from his surprise and gained his speech he replied very pleasantly and thanked the ladies very cordially in behalf of the division for the beautiful present and complimented them very highly on demonstrating to the members of the division that the ladies could keep a secret so well that none were able to find out anything about the ladies Non de Scrip Club or its intentions. The C. C. then invited the ladies to remain with us for a short time and get acquainted, and an hour was very pleasantly spent socially. After also extending to us all a hearty invitation to attend their social the following Thursday evening at Bro. Eman's, they took their departure wishing us many such happy occasions, and wondering where the goat was.

Ladies, such visits are indeed pleasant and serve to make stronger those ties which now bind us all so closely to one another. May we each and all so live that the future may contain nothing but pleasant and agreeable surprises for us all. Come again.

Yours in P. F.,

IRA YANTIS.

BENNETT, PA., Jan. 7, 1892.

Editor Railway Conductor:

I would like to say a few words in THE CONDUCTOR for Anchor Line Division. We have been in existence four months and have forty good members, and taking in new ones as fast as we can. We have received Bro. Reynolds trans-

fer card from Division 114. Bro. Reynold's is superintendent of the Northern Division.

Brothers of Anchor Line Division 217 extend their sympathy to Bro. Morehead in his sad bereavement in the loss of his beloved wife.

Our officers for year of 1892 are, Bro. E. R. Emery, C. C.; Bro. H. Fout, A. C. C.; Bro. W. H. Baird, S. and T.; Bro. J. Dull, S. C.; Bro. J. W. Crooks, J. C.; Bro. L. B. Fortney, I. S.; Bro. S. B. Clancy, O. S.; Delegate, Bro. W. H. Baird, Alternate, E. C. Merrill.

Yours truly in F. F.,
J. C. H.

DIVISION ROOM No. 175.

MEMPHIS, Jan. 3, 1892.

WHEREAS, In all ages it has been the mission of lovely women to give her aid and influence in the advancement of every noble undertaking, and to encourage by her counsel in the completion of every great enterprise looking to the elevation of humanity, and her hand is plainly traceable in their perfectings, therefore be it,

Resolved, That this division extend to the mothers, wives and daughters of the members of this division, who so generously aided in making our annual installation of officers so pleasant and harmonious, a vote of thanks and pray God's choicest blessings attend them through long and useful lives, and be it further

Resolved, That this division give a vote of thanks to the Brothers who were foremost in doing the work of decorating and preparing our hall for the grandest and one of the most pleasant and enjoyable installations in the history of our Division.

Resolved, That the thanks of Division No. 175, O. R. C. be extended to Mrs. B. J. Jacoway and Miss Lizzie Goodwin for the kindness to this Division in making and arranging the altar flags and other paraphernalia of our Division room. Such acts of kindness should be gratefully remembered.

W. H. SEBRING.

MACON, GA., Dec. 28, 1891.

Editor Railway Conductor:

At regular meeting of Macon Division 123 O. R. C., Sunday Dec. 20, 1891, the following officers were elected for the ensuing year: J. M. Norman, C. C.; A. N. Kendrick, A. C. C.; C. L. Bruner, S. and T.; W. F. Holt, S. C.; C. E. Gilmore, J. C.; H. T. Smith, I. S.; R. Johns, O. S.; J. G. Vischer, correspondent to THE CONDUCTOR.

We cannot help but think members of Div. 123 have made a wise selection in their officers for the

ensuing year. The officers elect are not only veteran railroad men, but gentlemen who command the respect and confidence of all they come in contact with. Most of them are now holding responsible positions. Bro. J. M. Norman is general yardmaster for the G. S. F. railroad, the renowned Suwanee river route; his railroad experience extends way back in war times. He can tell some big stories about railroading in war times, and while he is not an old time O. of R. C. man he is a true lover of the Order. The most mysterious thing about Bro. Norman, he is a bachelor, and why, no one seems to know.

Bro. A. N. Kendrick our A. C. C., another old timer, has retired from active railroad service and is living a life of ease and comfort that we are all striving so hard to attain. To while away the time he owns and manages two of the best barber shops that our city can boast of.

Bro. C. L. Bruner, our S. and T., holds the position of night yardmaster for the R. & D. railroad, operating the C. of G. Ry. He has unlimited experience in different branches of railroading, his experience extends back to 1877; he has been continually in railroad service since that time and is one of the oldest members of the Order we have. He has proven himself a lover of the Order by his work in the past.

Bro. W. F. Holt, our S. C., hustles way freight between Macon and Wodley, and is considered by all a thorough railroad man and a first class conductor.

Bro. C. E. Gilmore, our J. C., is bossing engine 273 in Central yard nights, having just given up his train on S. W. Div. to accept this position. Charley claims the reason he made the change was so he could be home with his children.

Bro. H. T. Smith, our O. S., hustles way freight between here and Columbus, and says in all his twelve years experience as conductor on this run, he never had to hurry until the Georgia ten hour law took effect, and now it is hustle Henry or we'll have to lay up.

Last but not least comes Bro. R. Johns, our O. S., known all over the world as the only Dick Johns. No need of saying anything about Dick for I think he is the best known railroad man of the nineteenth century.

Considering the efficient officers chosen by Div. 123 I cannot help but predict a bright future for her, especially if the members will give them the support they deserve and the support each individual member owes to his division and the Order. I am satisfied each and every one of the new officers stand ready to perform their duties to the best of their ability, and if Div. 123 does not make a mark that can be seen from afar, I don't

believe it will be the fault of the officers. Hoping to give you some subscribers for THE CONDUCTOR soon and wishing all a happy and prosperous New Year,

I am yours in P. F.,
C. L. BRUNER, S and T.

BROCKVILLE, Dec. 16, 1891.

Editor Railway Conductor:

At our meeting Dec. 13 the following resolution was adopted by our division:

Resolved, That the action of G. C. C. Clark and the board of directors in the matter of consolidation of the O. R. C. and B. R. C. is approved and sustained by Division No. 29, and that this resolution be sent to THE CONDUCTOR.

Resp. in P. F.,
W. C. WRIGHT, Sec.

TRINIDAD, Jan. 14, 1892.

Editor Railway Conductor:

Perhaps it would do no harm to let the readers of our journal hear from No. 247. I will first state, however, that I was one of the late B. R. C. men, and as I have not heard of anything being said by any of them since the consolidation of the O. R. C. and B. R. C., I will try to give my views.

In regard to the matter of the agreement reached by the two organizations at Cedar Rapids, Iowa, Oct. 8th, to lay all personal prejudice aside, it must be admitted by all reasonable thinking men to be one of the grandest things ever done among railway organizations. If members of the two at large were as free minded and had the welfare of the members as much at heart as our G. C. C. Clark and ex-G. C. C. Howard had in using their influence to bring about this consolidation there would be no trouble or hard feelings in this matter, but it is hardly the case; it is possible that many of us have become too much hardened by the ways of the world to forgive and forget. Alas, it is even so, as a great many of the objections that are made are from no other reason than that there has been two rival organizations in the field, and some of our members work on that plan. Now, Brothers, I ask you to be charitable, I consider the welfare, credit and good name of our organization as much in the hands of us who were B. R. C. men as any other individual members of the Order, and if we meet any who make us feel as though we were not wanted, do not pay any attention to them but remember they do not bear the sentiments of the solid thinking men of the Order. I for myself will say I have been very kindly treated by all the Brothers and all they want is honesty of opinion and they will surely give you the same in return. We had a

division of both Orders here and of course we have had consolidation straight from the shoulder, but I now feel it is settled and think it will soon be only a matter of history that there ever was two organizations of the same class of employes in railway service.

The merits of the two have been sufficiently discussed for every one to have formed an opinion ere this; but lay all prejudice aside and read the constitutions of each, of the Order and the Brotherhood, and you will find either one of them, if properly lived up too, are or were sufficient to make a good organization of men, but it must be remembered that our constitution only outlines the actions to be taken by us, while it remains with our members to put them into effect.

I agree with a great many others that federation of railroad employes is what we must have, and as to what would be the best way to bring it about and make it effectual, I do not pretend to be able to say. Federation on the plans that have been tried has not in my mind been a success, but I am strongly in hopes that some of our leaders that are making the situation a study will hit upon a plan that will meet the demands under the present system. It is too much like treaties made between different nations, (only to be broken) but with other organizations we have nothing to fear as we have the good will of all and are anxious to give the same in return.

With best wishes to all I will close in P. F.,
W. J. DAUGHERTY.

TUSCUMBIA, ALA., Dec. 25, 1891.

Editor Railway Conductor:

THE CONDUCTOR came to us again bright and sparkling and with it Christmas and the many good things pertaining thereto.

We are soon to witness the outgoing of another year, one in my judgment that will be remembered long, as marking an era in our onward progress second to none.

There can never be a greater achievement than that accomplished by our grand officers in bringing about a consolidation of the American conductors. We have but few of the B. R. C. in our section, but we are glad of an opportunity to extend our hands to the few and say come in and help us to build up the best labor organization in the world.

Div. 248 has about forty members in good standing, and should have more. I think every conductor on the M. & C. should be a member of 248. It is rumored that we are going to lose, or at least the company is, one of our best and most popular conductors. Don't mention it but they say Buck Hamlet is going into the hotel business,

and they do say there is a woman in the case, too. Buck is an all around good fellow and we all think we know now what he wanted with the dried fruit.

Bro. Page who has the reputation of being the smallest (?) conductor (in stature) on the road has been transferred temporarily to the Mountain Division and during holidays had occasion to don the brass buttons.

It is rumored that another one of our popular and obliging conductors is soon to lead the girl of his choice to the altar. I tell you there is no accounting for the widowers; think some of our young men should follow suit.

I have rather a hard time getting some of the boys to insure in the Order. Geo. Higgins thinks the insurance in the Order is a good thing, but he says it won't compare with his company. If the readers of the journal want to know something good in the way of insurance, just ask him about his. George is from "J" county, you know.

The old soldier, (Bro. Wm. Day) of 148 says "its a fact, he is coming in with us next year." Bro. Day is one of the best going and we are very proud of such material. Bro. Mayfield generally known as "the neighbor" is wearing the blue during the holidays. Bob is one of our best conductors and he, like Bro. Page, enjoys quite a "rep" though his is for being the fattest (?) man on the road. Bob is one of the old reliables and gets there all the same.

Now Bro. Editor if you will excuse me for taking up so much of your time and so much space in the journal, I will say a few words prompted by an article from Memphis in the last journal signed Excelsior.

I for one am opposed to a meeting of the grand division in '92 for this reason: There will be by May next, probably, nearly one hundred comparatively new divisions, some of which will probably not be able to send delegates. I might give as another and I think a good one, that it will be a saving of over twenty thousand dollars to the grand division. And I think the brother's fears in not being able to hold a successful meeting in '93 is groundless. In the first place, we are not going to hold our meeting in Chicago but in Toledo, and the boys will not be able to interrupt the proceedings of the grand division by absenting themselves without permission, and I know Bro. E. E. C. knows how to manage such things. I say by all means let it stand as it is.

We may be called on next year to raise our protection fund which will be, in addition to the expense of a meeting of the grand division, very expensive indeed to some of the divisions. We

are not all blessed with a fat bank account and I am in hopes we will not meet until '93.

Yours in P. F.,
J. D. PERRYMAN, Sec.

SUNBURY, Jan. 4, 1892.

Editor Railway Conductor:

Having been elected correspondent to the monthly by the members of my division, I will endeavor to fulfill this ever important duty as best as I know how. Though surprised beyond measure that I should be their choice when I thought myself the least among them. I feel complimented for the confidence they repose in me, and will endeavor not to write anything that would tend to lessen or to break the harmony that exists between us.

As I reside some distance from the division room, and unable to meet with them, I will be unable to do justice to all cases of interest that may be brought to their notice through the columns of the monthly, and I hope this point will not be overlooked from time to time as such omissions will be a mistake of the head and not of the heart.

The past year has been a prosperous one for our division, not only in a large increase of members and finance but also prosperous in the healthy growth of love of brotherhood that has taken a firm hold among us; may it continue to grow and branch out and be a mighty power in our midst.

Death has not been among us and robbed us of a brother which we are thankful for. Several brothers have been prostrated on beds of pain the past year, but at this time all except one have regained their former health and strength. While he still patiently bears the pain, our sympathy goes out to him in this his hour of affliction, and may he find peace and grace added to him to overcome the pain in Christ our Lord is our earnest prayer.

Our division is composed of conductors running on the D. L. & W. Eastern and Sunbury divisions; of the Philadelphia & Erie Lewistown division; of the Penn. railroad and Susquehanna and Shannokin, divisions of the N. C. railway. All single track (or cow path as some vulgarly express it) and we all have our ups and downs, working our way over the road and when the good, bad and indifferent are all shook up together and we are on average good time when the trip is done.

Our annual ball held Christmas eve was a marked success and the committee can feel proud of their efforts which have proved so successful and which meted out to those who took part in the pleasures of the evening an enjoyable time,

through the orderly and social manner in which it was conducted. Our division is well pleased at the step taken by the grand officers by which the B. R. C. were united to our Order. No concession would be too great that would tend to unite them to us, for are we not taught, "in union there is strength," and are we not strengthened and are they not strengthened thereby? Let us overrule everything for peace and harmony, and prosperity will dawn upon us like a new born day.

Yours in P. F.,
W. B. KOCH.
Nescopeck, Pa.

MEMPHIS, TENN., Jan. 3, 1892.

Editor Railway Conductor:

It is the pleasing duty of the writer as correspondent of our division to announce the installation of the following officers on the night of Dec. 31, 1891, and to serve for the year 1892:

Harry McDonald, C. C.; J. H. Kirkland, A. C. C.; J. B. Stewart, S. C.; Ed. Hickey, J. C.; B. J. Jackaway, S. and T.; E. T. Edmonds, I. S.; L. J. Walter, O. S.; Committee on Grievance and Finance, Harry McDonald chairman, W. H. Sebring, Z. J. Goodwin; Correspondent for Division 175, W. H. Sebring.

The large hall of the K. of H. where we hold our weekly meetings was most beautifully decorated expressly for the occasion and the attendance was very large. We had visiting Brothers with us from far off Idaho and tropical Louisiana. After the installation of the officers elect and an address from Bros. McDonald, Mitchell, and Sebring, the gallant Harry McDonald announced that the ladies had prepared a banquet for all present and it was his order as Chief Conductor of Division 175 that all do repair to the table and do justice to ourselves and the good things prepared for us. At least an hour and a half or two hours were spent around the festive board where wine and wit flowed without stint, and all were merry and the night of Dec. 31, 1891, will long be remembered by those present. We saw the old year safely out and guarded in the new year 1892. Of the many occasions of this kind that it has been my good fortune to attend, this one was the most pleasant, and will long be remembered by the writer and all present. We all joined in a toast to our grand officers and pledged our loyalty anew to the grand division, assuring them that Division 175 is fairly in harness and is in line for reform and prompt Federation, and believing that all are getting in close touch in this grand onward move for protection, we of 175 say Federation cannot, shall not die, and we are equally a

unit for the meeting of our grand division in May 1891, and hope our grand officers will align with us in railroad parlance. We would say to our Brothers of the O. R. C. that Division 175 is hooked up in No. 1 style.

I will send you an article later on for your February number of THE CONDUCTOR. Wishing our brotherhood a happy New Year, we are very truly yours in P. F.,

EXCELSIOR.

MEMPHIS, TENN., Jan. 20, 1892.

Editor Railway Conductor:

"Tis the evening of life gives me mystical lore,
Coming events cast their shadows before."

Would it not be well for the laboring classes (and especially railway men) to read and ponder well the words above quoted. Are we to profit by years of study and experience, and are we as laborers profiting by our years of object lessons, or are we still indifferent? Has the past been what we had reason to expect and are we placing ourselves in positions to be equal to the issues of the future as they may arise, and what may we infer from the quotation that "coming events cast their shadows before?" Are the laborers, the wage earners, of our country in a prosperous condition, and if not, why not? Don't capital and labor go hand in hand to-day, and does the same friendly relation exist between capital and labor, as it did thirty years ago? Are not the relations between capital and labor to-day greatly strained, and is it not a fact they are in open war one against the other? With capital holding the vantage ground, for the reason capital always co-operates, consolidates and thoroughly organizes and legislates for its own profit and advancement, while labor takes too much in promise and spends a great deal of its time in lamenting its unfortunate condition. It is a fact and no gainsaying it, that the laboring element of our country are, if they will be the power of this country, and hold the key to the situation, but they do not co-operate nor properly organize, therefore, you have failed to solve this great and vital question; and I say to you that you take by far too much for granted in your few organizations. That you have placed men at your head who are not in close touch with the names, and do not look to or fully represent your interest, and too often they lack judgment, and complications follow; you do not study the man or men close enough. While capital and capitalists go to the very bottom in their investigation of men and measures and place at the front men for leaders that they know can be trusted. Stop and reflect upon your condition to-day, ask yourself with present lights be-

fore you, what may you expect your condition to be twenty-five years hence. I ask you, is the picture in any way a pleasant one to look upon? You must also bear in mind that from the days of the Roman empire to the present time that all the writers and speakers who array themselves upon the side of labor and write and plead for justice in behalf of poor, suffering humanity, have always (and I suppose will) have the sharp arrows of capital, trusts and combines shot at them from every capitalistic fort through the world. We assert that capital has served notice upon labor and the laboring classes of this country by their power exercised in state and national legislation, detrimental to the interests of the poor and less favored, and this arrogant and despotic capital would reduce the laboring classes to slavery, that they might control them. Have them here as in Russia, slaves and belonging to the land on which they were born chattels of capital, lord and master. Do you like the "shadow?" it is a true one turn it as you will, you can't blot it out nor can you cover it or put an extinguisher upon it; right before you it stays; are your leaders of the few labor organizations and trades unions warning you of the impending crisis and great danger, or are they saying to you? Oh no danger I will let you know in time. Some very prominent heads of labor organizations have said but recently no necessity of organized Federation. Laborers, are your leaders doing their duty? I answer no, and I lay it down as true as holy writ that when confronting armies are seeking favorable positions, one on the other, that nine times in ten the general officers do not detect it, but some quiet sentinel that sees the approach of the enemy and gives the alarm and saves his army. Are the generals of the labor organizations sounding the alarm? I answer no; if your leaders, at least some of them, see the danger that is confronting you they are keeping it quiet. It is time to be up and doing, the privates are at the front on the danger line, they are on picket and sound the key note of warning, that if the laboring masses of our country do not federate for protection and that speedily, it will soon be too late. Are you slaves or are you knaves, that you should not be accorded by law the same rights as corporate capital. One half your ills are brought upon yourselves my fellow laborers inasmuch as you have been irreverent to your political trust and from this neglect has come your material suffering, and if continued will end in your downfall and greater oppression. Laborers you are a power, wield it for good, for your advancement, for the benefit of humanity, doing justice to all. I cannot refrain from quoting from Ruskin, one of the greatest writers the world has ever pro-

duced, to show you the condition of extreme poverty on the one hand, also your great power of resuscitation in great poverty, when every energy is bent in the right direction and a proper co-operation.

"If all the money of all the capitalists in the whole world were destroyed, the notes and bills burnt, the gold irrecoverably buried, and all the machines and apparatus of manufactures crushed, by a mistake in signals, in one catastrophe, and nothing remained but the land, with its animals and vegetables, and buildings for shelter, the poorer population would be very little worse off than they are at this instant; and their labor instead of being limited by the destruction, would be greatly stimulated. They would feed themselves from the animals and the growing crops, heap here and there a few tons of iron and stone together, build rough walls around them to get a blast, and in a fortnight they would have iron tools again and be plowing and fighting, just as usual. It is only we who have the capital who would suffer; we should not be able to live idle as we do now; and many of us—I, for instance—would starve at once."

We are in line for a forward march upon oppression and combines. Corporate railroad capital tells us we must not as employes organize, and that by law we ought to be prevented, but it is right and just for railroad companies to have their Federation; but all wrong when it comes to the employe asserting his right to freedom and manhood, and when old tyrant Wilson of the L. N. O. & T. railroad gets congress to pass his bill, compelling railroad men to work at salaries given by railway companies or be arrested and tried in a federal court as strikers and obstructionists, then would the old dolt and his followers be happy; but he nor his associates will live to see such a law on our statute books, for the signs of the times point the other way. We all see the the "shadow" before us and will surely take warning.

Fellow laborers we must be just but we must be aggressive, we must not move one step backward nor must we longer assume the defensive for if we do we will go backward and soon be out of the fight; let our motto be *forward*, seeking the promotion of all interests and classes. Send men to represent you in state and national affairs that you can trust. You may as well try to bail out the Mississippi river with a pint cup as to try to get any redress of your grievances by petition to either state legislatures or our national congress, and we say as laborers, in all kindness, but mean what we say, we demand consideration; we propose to send brave and true men to the front, men who cannot be bought by corporate gold, and men with judgment and nerve. Something must be done and that speedily; ours has been toil, yes constant toil and little or no return for labor, while capital has by law through state and na-

tional laws taken our labor for little or no consideration and then confiscated the little saving by outrageous taxation, for the rich pay no tax; they (the rich) are exempt by law. If it is true as has often been written that the "laborer is worth of his hire" surely he is entitled to due consideration in all political and economic issues, and as a long step in the way of reform, the laboring masses demand retrenchment in state and national affairs, not niggardly expenditures, but only that which is necessary for the general good, and not to make the rich richer and the poor poorer as at present for—if there is not a change and that very soon, we may as well admit it and write it where the world may read it,—Americans are a nation of plunderers, the rich robbing the laboring producing masses and they quietly submitting to the general plundering. Fellow laborers, arouse yourselves, stand together, compel your leaders to lead you fearlessly or to step down and out and place true and tried men at the heads of your organizations and keep your counsels, act with judgment, be guided by an honest purpose. But to succeed, you must organize, and fellow railroad men, you of all the laboring men of this country who are imposed upon and should organize every class in the railway service to the end to properly protect yourselves from the rapacious maw of grasping and greedy capital. Organizations of capital, as a rule, regard neither law, honesty or morality when it stands in their way of accumulating money. If you doubt it you have but to read the daily papers to find an overwhelming amount of proof. I say to you in all candor, go to work, federate for self-protection and for an existence as railroad laborers, and write upon your banner, he that hath not courage for the fray let him depart. Our cause is just and right.

EXCELSIOR.

GALESBURG, ILL., Jan. 18, 1891.

Editor Railway Conductor:

A Happy New Year is the greeting of Division No. 83 to THE CONDUCTOR and the entire Order.

Our annual election of officers being past, I take the pleasure of announcing them as follows:

C. C., O. N. Marshall; A. C. C, G. D. Ferguson; S. C., A. Switzer; J. C., C. Stoft; S. & T., C. E. Smith; I. S., J. H. Webster; O. S., John Oberg; Delegate, O. N. Marshall; Alternate, L. D. Austin; Division Committee, 3 years, D. S. Hecker.

Brother Marshall is re-elected to the office of Chief Conductor for the third time, his services in the chair being more acceptable to the members than if he were retired to a Past Chief an office of which we have been deprived since 1890.

Brother Smith having made a very efficient secretary last year, we decided to retain him awhile longer in that capacity. Your humble servant has been unanimously chosen to the position of correspondent to THE CONDUCTOR for this year, and I am therefore obliged to write an article twelve times, providing the waste basket in the editor's sanctum does not find them instead of the columns of THE CONDUCTOR. Much will, however, depend upon talent that has been stored away on some side track for years awaiting the golden opportunity when the time should come to order it out, so on the evening of December 26th this was done. ♦

I feel proud of this high unsalaried office to which I have been chosen, to think of being classified as one of the literary class fills my very soul with such a delight, that a mighty truth was uttered when some one said: "The pen is mightier than the sword."

I have used both, and I would prefer wielding the pen, beside a red hot stove, than out in a battle field warding off the enemy with a sword.

Business with us is very heavy, everybody is making all the time and money he wants to. So much so that it is a difficult matter to secure a quorum at our meetings. I do not like to believe that in a membership of nearly ninety members, that there should be a lack of interest, or of general apathy that only about 10 or 11 per cent. of the members attend the meetings.

Yours in P. F.,

BLUEPOINTS.

DENISON, January 14 1892.

Editor Railway Conductor:

The annual meeting of Division No. 53 for the election of officers for the ensuing year was held the second Sunday of December, 1891, at our lodge room, which resulted as usual, the Texas Long Horns carrying off the plums; however, we have a good set of officers and the Choctaws will give them able support. Brother Bineman's nomination of Brother Weiler, his candidate for the office of C. C., was an able argument and would have laid Roscoe Conkling's nomination of the hero of Appomattox in the shade, but like the latter was not successful in having the sufficient number of supporters.

Texas has been on the fence for the past month in regard to the S. A. & A. P. unauthorized strike, but thanks to Brothers Knowlton, Casey, Maxwell and others who explained how unwise it would be for No. 53 to be drawn into trouble when we had the Grand Officers against us. This affair is certainly an argument against system federation.

Business has been splendid on the M. K. T. all winter; conductors making about \$140 and brakemen \$90 per month, besides there is very few changes with the freight men, and then the officers of the Katie cannot be imposed upon in the western country.

Brother Bert Cox accompanied the remains of our late Brother Wm. Shand to St. Thomas, Canada. Brother Shand had a large funeral despite the inclemency of the weather.

La Grippe has been quite prevalent here the last month, and fatal in a number of cases. One of our best dispatchers, M. E. Sullivan, brother of our train master, was only sick a few days when claimed by death. Our other dispatchers, Eggleston, Sullivan, Hunsaker and Barton are all gentlemen and treat the boys finely.

Well, if this is not thrown in the basket will try again, as it is written by a little girl eleven years old, whose papa is a conductor on the M. K. & T., and who only furnished me a few notes.

GERTIE.

A Blooming Outrage.

PORTLAND, OR., December 24, 1891.

Editor Railway Conductor:

This day and date, personally appeared before me, one John Smith, who affirmeth that he is a railway conductor, and he maketh complaint of ill-usage at the hands of certain other railway conductors, and the following is, in substance the "Plaint" of the plaintiff, John Smith to wit: On or about the middle of September last, the plaintiff made known to R. T. Hedrick and J. W. Crocker, the same being conductors in the employ of the P. & W. V. Ry, which the same is a railway of slender guage and modest pretentions—that plaintiff was desirous of being inoculated into the mysteries and miseries of the Order of Railway Conductors for various and divers reasons. Whereupon, the aforesaid R. T. Hedrick and J. W. Crocker, aided and abetted by one Thomas Birkhimer, who is likewise a conductor on the slender guage railway, and whose former place of residence was Oskosh or Kalamazoo, but is now in the wilds of the Upper Yamhill Valley, for reasons which plaintiff knoweth not, did present plaintiff with a blank form of application, which plaintiff was directed to, and did fill out in such manner and form as caused the same to state that plaintiff's name was John Smith, as aforesaid, and that he was born of rich but honest parents in the usual manner, in the City of Hoboken, in the state of New Jersey, to the contrary notwithstanding, and that he was of the male sex, with a good moral character twenty-six years old, with a strawberry mark on the left fore-shoulder.

Furthermore, his grand-mother's grand-father was a cabin passenger on the May Flower, and was a "Puritan" by trade. He don't work at the trade now—he's dead.

Furthermore, that the said John Smith was a railway conductor of seven year's, experience, and nineteen years, inexperience. After filling out the blank application as above stated, the aforesaid R. T. Hedrick, J. W. Crocker and Thomas Birkhimer, did collect from plaintiff the sum of sixteen dollars, which they may have squandered in riotous living for aught the plaintiff knows to the contrary. After about four weeks of great anxiety of mind and depression of different kinds of spirits, plaintiff was notified by one J. M. Poorman, who was formerly a conductor, but is now a non-conductor, and a bad man from away back, to appear before the assembled members of Mt. Hood Div. No. 91, and be intimidated into the secret riots of the Order, in accordance with the rules and regulations of "Time Table" No. 11. Upon plaintiff's appearance at the place of rendezvous, he was informed that the life of a railway conductor was full of perils and possibilities; and that while he might escape the former, the latter was as certain to overtake him as the "Stock Train Extra" is to overtake a hand car loaded with democrats; and in order to test his nerve it would be necessary for him to make a "round trip" upon an unsaddled and unbridled steed, which was so fleet of foot that it had been known to outrun a "Waterbury" watch and not half try. Plaintiff avereth, that being in a semi-hilarious mood, and not altogether responsible for his utterances, he told his tormentors that he used to break "bronchos" on a Texas horse-ranch, and could ride any gol-fired goat that ever ate circus poster's off a fence. Whereupon plaintiff was seized and blindfolded with a government blanket, which plaintiff believes was purloined by Ed Coman from the barracks at Vancouver, Washington. The plaintiff being overcome by superior numbers, was placed in a reverse position upon a fiery, untamed and vicious animal without an introduction or anything to hold on by. The procession started promptly upon receipt of the "O. K.," but the plaintiff being out-classed and short in the reach, wasn't "in it" after the second round. Furthermore, one J. J. Blew, who acted as "Referee," willfully neglected to heed plaintiff's cries of foul, and when plaintiff tried to "get down" to avoid punishment and received a vicious "upper cut" on his abnormal propensity, the referee maliciously "counted him out," and ordered the remains to be carried away on a shutter. Plaintiff avereth that by all the unladylike acts above recited and described, plaintiff sustained great

and lasting injury to his peace of mind, personal dignity, and a new pair of pants for which he paid four dollars and a half at Abraham Goldstein's.

O, I'd rather be a second mate

Upon a raft afloat,

Than be a booming candidate,

And ride the the William Goat.

L. W. CANADY,

Division 91.

PUEBLO, January 19, 1892.

Editor Railway Conductor:

I will now undertake what is really a task for me to do, and I feel quite incompetent to perform the duties which No. 36 has imposed upon me. But the boys say they elected me correspondent and solicitor for THE CONDUCTOR for the purpose of having me fill the office, so I suppose I will have to comply to the best of my ability. And if at any time my letters are not acceptable, or lack in quality, I suppose you have a large waste basket always at hand yawning to receive unpleasant communications. With these few words of introduction, I will proceed to inform the readers of THE CONDUCTOR, that Arkansas Valley Division No. 36, is progressing nicely, having had a wondrous growth quite recently. And in fact, we hardly ever hold a meeting without adding one or two to the fold. We now have a membership of nearly, if not quite one hundred, with fair prospects of increasing it to one hundred and fifty within the coming year. I will not enter into the personnel of No. 36, in this letter, but will defer that until some future time. However, I will say, that No. 36 is well officered, and, under Brother Harry Hart's able and influential administration, we are bound to get to the front in such a manner as will surprise some of the parties who prophesied that, "If ever the two orders of conductors came together it would be certain and sure death to both of them." I will close for this time, and will try to make my next letter more interesting. Below please find list of a few subscribers to THE CONDUCTOR which I had left when the "Majah" suspended business.

I close remaining yours in P. F.,

HARRY L. YOUNG,

522 East B Street, Pueblo, Colorado.

AURORA, ILL., January 21, 1892.

Editor Railway Conductor:

Having seen nothing in THE CONDUCTOR from Belknap Division No. 96 for the last year, I thought I would inform you that we are still alive, and all is peace and harmony in our division. We have about sixty members in good standing, and several applications to be acted upon. Our offi-

cers for 1892 are C. D. Judd, C. C.; J. F. Trahy, A. C. C.; W. E. Lindsley, S. and T.; C. Lazer, S. C.; Geo. Johnson, J. C.; Geo. Zoneky, I. S.; E. Ramer, O. S. They are all A No. 1 men, who take great interest in our Order and are proud to be called O. R. C. men. Brothers J. F. Trahy, F. H. Reese and C. D. Judd have been on the sick list, but will soon be able to resume their runs. Brothers B. F. Reynolds and Geo. Willard are now full fledged passenger conductors running on the east end. The genial passenger conductor, Ed Pool, is still punching tickets between Chicago and Burlington. Brother T. Flynn, having shaved off his mustache all take him for some young man. H. A. Cone will be found on the fast mail. Brothers J. T. Downey and H. A. Mahone will soon wear the brass buttons. At some future time I will mention more of our boys. I cannot close without a word for our division superintendent, H. D. Judson, and Trainmaster F. J. Cullerbine, they are kind and generous hearted gentlemen, and look well after the interests of their employes. I am afraid I have written more now than you will give me room for—probably you can condense it—so will close.

Yours in P. F.,
CONANT.

Noisy Solitude.

BY S. E. F.

Surrounded by hurrying feet,
Lonely, I walk the crowded street,
Feeling complete isolation
Buried in the population.
Numberless are the faces I
Look at. They, while hastening by,
Meet friends and light with pleasure rare,
While to me falls a vacant stare.

Amusement reigns supreme within
A brilliant place for pay. Of din
Without I become so weary
I enter these portals cheery.
Here applause and noise and laughter
Rule the place, while I am after
A friendly glance, being lonely,
And find— isolation only.

A temple further on is reached,
Within "good will to men" is preached,
I enter in desperation
To elude my isolation.
I hear them pray, and preach and sing,
Then is taken an "offering."
Alone in that crowd, too, I stand,
My "mite" is taken, not my hand.

Talk not of a deep forest, green,
Where human faces are not seen,
Or an island, in wide expanse
Of water, void of human glance,
Or star, alone, in awful space,
Unpeopled by a living face.
Isolation, from each one viewed,
Pales before "noisy solitude."



INSURANCE DIGESTS.

Condition of Policy—Excepted Hazards—Mutual Combat.

In an action by the plaintiff to recover upon a policy of accident insurance issued to her husband, wherein the conditions forbid dueling, fighting, wrestling, etc., and those happenings in consequence of voluntary exposure to unnecessary danger, hazard or perilous adventure, or while engaged in or in consequence of any unlawful act, and all injuries the result of design, either on the part of the claimant or any other person.

The evidence showed that the plaintiff's husband engaged in a personal encounter with another railway employé of peculiar mind and conduct, whereby plaintiff's husband was killed by the latter. *Held*, That where both parties engage willingly in a personal encounter, it is a mutual combat or fight, and death resulting therefrom is not included in a policy of accident insurance which excepts from the risk death or injury which may have been caused by fighting. It makes no difference, in such case, whether the slayer was sane or insane. No recovery can be had.

Gresh vs. Accident Insurance Co., Ga., S. C., July 13, 1891.

Mutual Assessment Insurance—Default—Proof of Death—Waiver.

1. A mutual assessment insurance company has no power, in the absence of a provision therefor in its policies or its rules and regulations, to charge a member with an assessment made before he became a member, or for death losses arising prior to his membership, and, therefore, when the money deposited by a member to meet future assessments was sufficient to meet all lawful assessments made before his death, he would not be in default by reason of the fact that the secretary used the money by applying it on an assessment made prior to his becoming a member.

2. A failure to furnish proof of death cannot be relied on as a defense in an action on a policy when the company, by letter acknowledged the receipt of the notification of death of assured, but

refused to furnish blanks for giving formal, positive proof.

Evarts vs. U. S. Mut. Accident Association, N. Y. S. C., Nov. 23, 1891.

Note. It will appear from this decision that a new members liability to assessment for mortuary benefits does not attach until a death occurs subsequent to the date of his membership.

Accident Insurance—Cause of Death.

Plaintiff's husband, a railway official took out a certificate in the defendant company promising the payment of a sum realized upon an assessment not to exceed \$5,000. The policy provided that it did not insure against injury or death happening directly or indirectly in consequence of disease existing prior or subsequent to the date of the certificate, nor to any case except where the injury is the proximate and sole cause of the disability or death.

The evidence showed that the insured suffered a mashed finger upon the right hand, that it became swollen and necessitated being lanced; that it suppurated; that subsequently he cut his left hand on an umbrella handle, and the pus or virus from the original sore was accidentally communicated to the fresh cut on the left hand whereby blood poisoning was contracted and death resulted. Plaintiff had judgment, and defendant appealed. *Held*, That a policy payable in case of death through accidental means which were the proximate and sole cause, and not where death was caused wholly or in part by bodily infirmity or disease. And where the evidence showed that death was caused by blood poisoning occasioned by the inoculation of some poisonous substance into a wound at or very soon after the wound was made, and was a part of the accident, such accident was the sole and proximate cause of the death, though blood poisoning ensued.

Martin vs. Accident Insurance Co., N. Y. S. C., Nov. 1891.

Note. On the grounds of improper submission of evidence to the jury this cause was reversed and remanded for a new trial. The result of another trial is not likely to result differently from the first.



ATLANTA, Ga., Jan. 19, 1892.

E. E. Clark, G. C. C. of O. R. C.:

In accordance with your request, I organized Central Division No. 319, at Central, South Carolina, January 10th, 1892, with nine members, all of whose names appear on charter petition, five of whom were transferred from division 180, whose transfers you will find enclosed. The secretary will forward the insurance policies of new members. The following officers were duly elected and installed for unexpired term:

F. A. McCorkle, C. C.; C. J. Guyton, A. C. C.; T. B. Sumnir, S. and T.; F. V. Falls, S. C.; J. H. Rowland, J. C.; W. A. Rogers, I. S.; R. G. Redwine, O. S.; Correspondent and Trustees to be chosen later. The work of the three degrees were fully exemplified and the division starts off in good shape. I was assisted by several of the Brothers from Atlanta Division, also Brother I. H. Hobbs from Augusta 202. Knowing the members of the new division to be first-class material, I safely predict a bright future for this little division. Call again, Brother Clark, and I assure you I shall be in readiness to respond.

Yours in P. F.,

J. H. LATIMER.

PORTLAND, Oregon, Jan. 1, 1892.

Editor Railway Conductor:

I to-day organized La Grand Division No. 305, with a beginning of twenty-four members and the following Brothers in charge for the year: C. C., C. F. Brown; A. C. C., E. T. Murphy; S. and T., J. A. Matott; S. C., F. D. Seely; J. C., C. S. Crater; I. S., J. T. Richardson; O. S., W. H. Kelsey; Trustees, A. V. Martin, Wm. Maher and H. P. Nash.

They will meet in K. P. Hall on the first and third Sundays at 2 p. m., and will give the right welcome to wanderers.

Their example in one direction can be followed by many older Divisions with good results to themselves, for in this new division I wrote \$28000.00 of insurance for a starter. I am under obligations for aid rendered, to Brother Fred

Moore of 91 and Brother Cowley of 209. After the work was over mine host of the Reeves House took the gavel, and started an "opposition" session which lasted through ten courses, and to which full honor was paid. The division will be heard from later on their own account. Wishing all a Happy New Year,

Yours in P. F.,

GARRETSON, G. S. C.

ASHEVILLE, N. C., Jan. 18, 1892.

Editor Railway Conductor:

On Sunday, January 17th, a special session of the Grand Division was opened at Asheville, N. C., with the following officers in the chairs: D. G. C. C., C. H. Wilkins; D. A. G. C. C., R. W. Moore of Division 221; D. G. S. and T., J. E. Winslow of Division 221; D. G. S. C., J. W. Brunson of Division 215; D. G. J. C., W. S. Thomason of Division 221; D. G. I. S., T. S. McB of Division 221; D. G. O. S., L. E. Perry of Division 221.

The purpose of this special session being to organize a new division of the Order at this point. A charter list of 11 new and 13 old members gave the opportunity of putting in working order a division of the Order where I believe it is needed. After the division was duly constituted in accordance with law, the following officers were elected for the ensuing term;

C. C., T. S. McBee, Asheville, N. C., Glen Rock Hotel; A. C. C., Z. T. Underwood; S. and T., W. W. Barber, No. 4 Spring street, Asheville, N. C., S. C., J. W. Brunson; J. C., W. S. Thompson; I. S., L. E. Perry; O. S., C. S. Smire.

The name of the division is Asheville No. 318, and they will meet at 10 a. m., on the first and third Sundays in O. R. C. Hall. The officers were then installed, Brother Moore acting as marshal. After which, a drive about the city and return to the Glen Rock Hotel, where mine host "Connelly" had prepared an excellent banquet, and at which time, it is hardly necessary for me to say, the Brothers did their full duty. (I enclose menu). This ended a very pleasant

day and one which I believe will be long remembered by all others as well as myself. I desire to extend my thanks to all who so kindly assisted me and also to those who did so much to make my stay pleasant, and assure one and all that they in no degree failed to do so. I also desire to express my thanks to the manager of the "Battery Park Hotel" for his kind invitation to make his place my headquarters while in Asheville, and while it was not convenient for me to do so, I am as thankful for and appreciate as fully his kindness as though I had partaken of his hospitality, and I hope that I may at some future time be able to avail myself of it. Mr. Connelly of the Glen Rock did all possible to make every thing pleasant, and that he succeeded needs no assurance from me. Mr. Connelly was a former trainmaster, and nearly all the Brothers worked under him, and all speak of him in the highest terms. The Brothers are under obligations and extend their thanks to all who in any way assisted to make this day a pleasant one, including the "Honorable Mayor." The Brothers here are all very much interested in the Order, and will have a good division here in a short time, and if any Brother of the Order ever finds himself in Asheville, (or if close by, be sure and go there) don't fail to visit Asheville Division 318, and you will be more than welcome.

Yours in P. F.,

C. H. WILKINS,
A. G. C. C.

NEW HAVEN, Conn., Jan. 3, 1892.

Editor Railway Conductor;

On Sunday, January 3, 1892, I reorganized B. R. C. Division 63, of New Haven, Conn., with Division 317 of the Order, at the same time accepting four (4) Brothers by card. After the division was regularly constituted the following were elected as officers: C. C., E. A. Lithgow, 94 Dewitt street; A. C. C., Geo. T. Dade; S. and T., C. C. Ross, 21 Orange street; S. C., J. T. Brady; J. C., J. J. Carroll; I. S., L. A. Morey; O. S., J. J. Doyle. The name of Division is Elm City No. 317, and they will meet on the 2d and 4th Sundays at 1 p. m., in Masonic hall.

I had the assistance of Brothers from Division Division 237, 198, 50, and 54, for which I desire to at this time and in this manner assure them, that it was duly and fully appreciated, and return them my thanks for their assistance. I believe that Division 317 will make its mark in more ways than one, and I am truly glad to again see a Division of the Order at New Haven.

I am truly yours in P. F.,

C. H. WILKINS, A. G. C. C.

PITTSBURGH, Pa., Jan. 1, 1892.

Editor Railway Conductor:

On Sunday, January 10th, 1892, another Division was added to the Order, and it also makes the fifth within a radius of five miles, taking Pittsburg as the center.

I organized Division No. 314 at Allegheny City, Pa. The charter list contained the names of 20 new men, but owing to the fact of a rush of business, it was impossible for more than nine of them to be present. I was ably assisted by the Brothers from 114, 201, 281, 177, 217 and 14, and I desire in this way to extend my sincere thanks to all the visiting Brothers, as well those who assisted by their presence, as those who kindly filled the chairs, as the one is as essential as the other is necessary, and I can assure you one and all that it was duly appreciated.

The following officers were elected:

C. C., T. F. Maloney, No. 3 Stanton avenue; A. C. C., C. D. Alexander; S. and T., L. C. Stevenson, No. 245 Market street; S. C., G. S. McSpadden, J. C.; J. S. Alexander, I. C.; B. Albright, I. O. S. T. P. McKelly.

Allegheny City No. 314 will meet on the 2d and 4th Sunday at 1 p. m., central time, in Washington Hall, and will be glad to welcome any and all Brothers of the Order, and I can assure one and all of a cordial welcome.

Yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

CHICAGO, Dec. 22, 1891.

Editor Railway Conductor:

A short time ago the C. & G. T. Ry completed the St. Clair tunnel under the river of that name and connecting the United States and Canada and the G. T. Ry of Canada.

On Tuesday, Dec. 22, I had the pleasure to organize St. Clair Tunnel Division No. 316, of the Order of Railway Conductors, at Fort Gratiot, Mich. This was in the recent past B. R. C. Division No. 52, with 34 members. Owing to the unusual amount of business at this time it was impossible to get them all out at the organization, and only a small portion of them were able to be present. After the division was duly constituted the following officers were elected and installed: C. C., A. W. Loveland; A. C. C., John Cagney; S. and T., A. J. Hemingway; S. C., J. M. Davis; J. C., Thomas Harris; I. S., F. J. Trapp; O. S., W. A. Frazier. They will meet on the 2d and 4th Thursdays at 1:30 p. m., and will be glad to see any Brother of the Order who may chance to be prowling about in their neighborhood and I can assure one and all that they will be warmly received and hospitably entertained by the Brothers

of Division 316, their latch string is always on the outside. Brothers give it a call.

Yours in P. F.,

C. H. WILKINS, A. G. C. C

NEODESHA, Kansas, Dec. 18, 1891.

Editor Railway Conductor:

Just finished the organization of Two Rivers Division No. 151 at this place. There were 11 of the Brothers present, who were initiated, promoted and advanced; organization perfected, officers elected and installed. The division will be guided during the ensuing term by M. M. Thorp, C. C.; G. W. Herrington, A. C. C.; Chas. H. Long, S. and T.; Chas. Simmons, S. C.; F. C. Putnam, J. C.; T. M. Fulton, I. S.; E. E. Piper, O. S.; Division Trustees: M. M. Thorp, C. W. Thompson and Wm. Templeton.

The division will start the new year with sixteen members and in good working order. I was delayed in arriving here by a snow blockade on the "Sunny Santa Fé" in New Mexico, but nevertheless we got through after a time.

The company turned Gardner, Murray and Fugate of Division 70, and Jeff Kelly, of La Junta, loose, and in thirty hours they talked four feet of snow off the face of the earth. Fact.

For the new division let me wish all members of the Order a Merry Christmas and a Happy New Year.

I am yours in P. F.,

GARRETSON, G. S. C.

LIMA, O., Dec. 12, 1891.

Editor Railway Conductor:

On Sunday, December 13, I organized at Lima, Ohio, Division 299, with 35 charter members, 20 new and 15 by transfer cards, all of whom were present except 2 new and 3 of the old members. After the division was duly constituted the following were elected as officers: C. C., J. P. Jackson, 728 South Elizabeth street, Lima, Ohio; S. and T., T. J. Tivnen, 201½ South Main street, Lima, O.; A. C. C., H. Mounts; S. C., T. F. Hennessy; J. C., M. Clifford; I. S., Thos. Mulcahy; O. S., A. L. Heath; Trustees: W. S. Lipsett, A. N. Rideenour, W. W. Armstrong. Lima Division 299 will meet at 2 p. m. on 2d and 4th Sundays.

I desire to return my thanks to Brothers Van Slyke and Erickson of 119, Schafer and Harper of 134, Hartman of 239 for their assistance in the work of organizing, as well as to all the Brothers, both visiting and resident, for their assistance and courtesy during my stay.

I can see no reason why Division 299 should not be numbered among the best divisions of the Order. They have good material and plenty of it and I am confident have taken hold with the

intention of making the division just what it should be, second to none. The division is composed of L. E. & W. Ry., C. H. & D. Ry and P. Ft. W. & C. Ry conductors, and while starting with a membership of 35, will in a very short time have 50 or 60, possibly more. I can assure any Brother who may chance to visit Lima that a cordial welcome awaits him, and he will not stop with one visit.

Yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

MOBILE, ALA., Dec. 10, 1891.

Editor Railway Conductor:

On Thursday, December 10, I organized Division 310, at Mobile, Ala., with eighteen charter members, 15 of whom were present. After the initiation of the division the following officers were elected: C. C., G. E. Strohecker, 207 St. Emanuel street; S. and T., H. T. Goodloe, 163 Eslava street; A. C. C., W. H. Scholes; S. C., C. O. Bragg; J. C., D. Edington; I. S., W. C. Lynch; O. S., C. G. Lang. The name is Mobile Division 310, and they will meet at 10 a. m., on the 2d and 4th Sundays of each month in I. O. O. F. hall. I regretted exceedingly that the time was so short that it prevented giving the organization the attention it deserves and should have, but I was compelled to do all that was done in less than three hours as the Brothers had to go out.

Yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

THE CONDUCTOR would not belittle in the slightest degree, the effort of President Harrison to advance legislation in behalf of safety appliances for railway trains nor the interest exhibited by him in their welfare as evinced by his message to congress, but in our opinion he would have practically demonstrated that interest much more effectively by one action than by a dozen messages and with three places on the Inter- State Commerce to fill, it would seem that the 800,000 railway employes of the United States might have been considered. It may be urged that it is a difficult matter to find a representative railway employé with any legal training and that such training is necessary. It is true that not many of us are attorneys, and those who have had judicial experience are not particularly numerous, but in our opinion a little common sense, qualified by practical knowledge and practical experience even without legal training, could not materially injure the commission or those for whose benefit it was created, and there are times when it might even be a benefit, while a representative employé on the commission would wield a powerful influence in behalf of the legislation for which the president pleads.



Our readers, who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

TRAIN ROBBERIES.

The stoppage of trains and the plunder of express safes by bandits is becoming alarmingly frequent of late and forces a consideration of ways and means to prevent a continuance of it. Carrying armed guards on a train has been tried and with reasonable success but it is an expensive way of protection and the probability is that if long continued it would not prove entirely sufficient for the reason that the guards after a long season without alarm would undoubtedly become careless enough so that the robbers could readily "get the drop" on them. Arming the train crew is certainly not sufficient as they cannot parade with guns in their hands all of the time; there might be times when, and circumstances under which a train crew properly armed might prevent the robbery of the train, but if those who attempted the robbery are at all conversant with their business, it is an easy matter to select a time and place when the crew are entirely at their mercy no matter how well armed. One writer suggests a hot water hose in the cab under control of the engineer; this undoubtedly would serve as an effective defense in some cases and with a man on the engine reckless enough or philanthropic enough to make an effort to use it, might avail in some cases; we use the word reckless advisedly for any such an attempt would not be an exhibition of courage merely but would evince a reckless disregard of consequences. If an engineer could know that the man who climbed into the cab or even the two or three men who thrust guns into his face, were all that he had to contend with, he would have some kind of a show and might use his hose, but even then the chances would be against him, for the man who holds the revolver to his head can press the trigger quicker than the engineer can point his hose and turn the cock, no matter how conveniently they may be arranged, but he does not know this; on the contrary he does know that in all human probability, another man is standing in the dark beside the engine with a gun leveled at him and that even if he does get the advantage of the man or men on the engine his life must pay the forfeit anyway. There are several instances where train crews have repulsed attacks made upon their trains but any one who fairly considers the matter, knows that even under the most favorable circumstances, they are at a very

great disadvantage and in nearly every instance where any resistance has been made, the passengers have unanimously protested against it for fear of the result to themselves. The *Railroad Car Journal* quotes from the *Evening Telegraph*, presumably of New York, the following comment on a recent instance where the robbers were foiled by the resistance of the train crew:

"It is a perfectly safe proposition that no train containing a hundred or more employees and passengers could be held up by a handful of robbers, if the train were sufficiently freighted with courage."

We would like to see a fair test made of the courage of the writer of such a paragraph. He is either thoughtless, ignorant or a braggadocio. We do not believe there is a train running in America that has not one or more in the crew, who with any thing like an even chance would not fight in defense of the property in his care; railway employees are not deficient in courage as they demonstrate every day; the most of them do have a little common sense though and they do not consider that they use good judgment in throwing their lives away in defense of the express company's or even the passengers' cash. The train crew are the ones first looked after by robbers as a rule and they know that they are marked and that a move means death; particularly is this true where the passengers are robbed although in some cases, like the recent Mo. Pacific robbery near Omaha for instance, where no attempt was made to rob the passengers, Conductor Welch had an opportunity to warn his passengers because all that was done by the robbers was to prevent any one leaving the coaches to assist the express messenger and enginemen; the men who were firing into the coach were all concealed and the coaches were all lighted and if Welch had made any attempt at resistance he would have been mercilessly shot without the slightest opportunity for defense; what show had he or any other to make any defense? What would it have profited anyone if he had recklessly rushed out on a platform and delivered a fusillade into the darkness? It would have been the signal for the death of some of the passengers as well as of himself. If the *Evening Telegraph* writer was one of fifty men in a coach and a man should suddenly open the door and give him an opportunity to gaze into the business end of a couple of 48's, would he

be the first man to make a move in the way of resistance with the knowledge that probably there was just such another pair of cannon pointing at him from the other door? We opine not and we incline to the opinion that he would elevate his hands with just as much promptitude as any other even though he might be a brave man and possessed of all the courage imaginable. If fifty or even a dozen men in a coach were properly trained and knew that they must obey, and a word of command was given that should cause all to rise as one man with gun in hand, there would be a chance of success with the loss of not more than two or three lives and just possibly none; under such circumstances, while it would be reasonably certain that some one or more would lose his life in the melee, each man might hope that he would escape, and he could and many would take the chances, but where resistance is left to voluntary action, with the knowledge that the first one to make a move is as certain to die as he is to move, each man waits for his neighbor and meantime complies with the request to hold up his hands; in fact the hands of a great many go up involuntarily and without any action of the mind whatever. There is too, a vast difference between having a gun right in hand and pointed where you want its messenger to go and having it in a valise or even in the pocket. The remedy proposed by THE CONDUCTOR is very briefly expressed, *death* and if necessary, use bloodhounds to find them.

INJUSTICE TO SWITCHMEN.

The difficulty in introducing any new device in railroad-ing is seen in the instance of the car coupler. The coupler recommended by the Master Car Builders is, it appears, opposed by some labor organizations, not because its use would not result in the saving of life, but because it throws skilled labor out of employment, it being held that the old device required skill on the part of the operator, while the new one is practically automatic in its operation. But aside from any objection on the part of the workmen, the introduction of an automatic car coupler presents a serious problem to the railroad companies. If the change could be made on all roads at once, there would be little difficulty in the matter. But as this cannot be, there is the difficulty of coupling cars with all sorts and descriptions of coupling devices, so the whole matter must rest.—Am. Machinist.

That such an article should be given place on the editorial page of so influential and usually fair a paper as *The American Machinist*, is a surprise to us. That the coupler recommended by the Master Car Builders is opposed by some organizations, is true, but that it is opposed because it throws skilled labor out of employment, is a cruel and untrue charge, for those who oppose the vertical plane coupler, know better than to believe that it will have any such an effect; coupling cars is not the only portion of the work of a brakeman and switchmen that requires skilled labor; it is but a small share of it; it requires, knowledge, judgment and long experience to do switching in the expeditious manner in which it *must* be done without any reference to the coupling, and to be able to couple cars is one of the minor qualifications of a good switchman or brakeman; it is also urged by some that power brakes should be adopted so that brakemen would not be obliged to go on top of trains, but the employé knows that if every car and engine in the United States was fully equipped with a power brake, it would *not* remove the necessity for the brakeman to hustle on deck. If the *American Machinist* writer who

penned the above will go into a busy yard some day and follow a switchman around for just one day he will be prepared to admit that it is not all of switching to be able to couple cars, and he will be able to see just exactly why 'the coupler recommended by the Master Car Builders is opposed by some labor organizations,' and we wish to predict that if legislation, something like that which we have attempted to briefly outline in this number, is proposed by Congress, the organizations which oppose the coupler recommended by the M. C. B. association, will be found energetically supporting it or anything else that is likely to provide the one great and crying need of uniformity, and an automatic coupler as speedily as possible.

NOT A MISTAKE.

A member whom we flatter ourselves is a sincere friend, writes us in a personal letter, that THE CONDUCTOR is mistaken in regard to Cal Brice; this Brother is not only in a position to know in regard to Mr. Brice, but he is one whose word can be depended upon and he says that "a more humane, bigger hearted, or more just man to his employés does not exist, than this same Cal Brice." Nevertheless we do not think we are mistaken; THE CONDUCTOR has made no charges against Mr. Brice nor has it expressed the opinion that the charges made by others are true. It has been charged that Mr. Brice is the principle owner of the mines at Briceville, Tenn.; that he is the person who receives the most benefit from the employment of convicts and that he has power to correct the abuse in the Briceville mines. THE CONDUCTOR has said that *if this be true*, no political party should continue Mr. Brice as its National representative if it wishes the votes of laboring men. Mr. Brice so far as we know, has made no denial; we can readily understand that this charge like many others affecting the integrity or standing of those prominent in political affairs, may be without foundation and made purely through partisanship, and it may be that the gentleman concerned deems it unworthy of notice by him. If so we believe that he is mistaken and that not on his personal account but for those whom he represents, he should show the falsity of the charges if they are untrue. The matter of contracted convict labor is one that is receiving serious attention and concerning which there is a growing interest, and while to our shame be it said, it is legal in a number of our states, Iowa among that number, for convicts to be leased to the highest bidder,—the price usually ranging from twenty-five to thirty-five cents per day for each man, though in a very few instances it has been as high as sixty cents,—thus creating a condition of things against which no honest man can compete and actually taking the daily bread from the honest laborer to enrich the wealthy contractor, the fact that it is legal will not release from condemnation, the man who profits by such an unrighteous law, nor will the fact that the person who thus profits, is a kind, humane and generous man in other respects, remove the stigma. The writer is a strong partisan, but if Mr. Brice remains at the head of the National Committee and it is not shown that these charges are untrue, it will have a considerable influence upon his political action. As above

stated, we are prepared to believe that the charges are untrue, but they are of too serious an import, in our opinion to pass unnoticed. Our confidence in the writer of the letter quoted from, is so great however, that if he will say that he knows the charges are not true, we will accept it and will so express our conviction; but there are a vast number of men who are more directly interested than the readers of THE CONDUCTOR and whom THE CONDUCTOR cannot reach; the men for instance, who, driven desperate by this contract system, have themselves become criminals but who deserve sympathy rather than condemnation and if it is not made plain to them and their friends that there is no foundation for the charges, the party represented by Mr. Brice will suffer.

COUPLERS IN CONGRESS.

Since our last issue, a number of additional bills on the coupler question have been introduced but of them all, we find nothing that is in our opinion, likely to result in any material benefit except the one by Mr. Bushnell, of Wisconsin, which provides that the employer shall be liable for all damages suffered by any person in coupling or endeavoring to couple or uncouple cars, unless they are equipped with automatic devices which make it unnecessary for any person to go between them to couple or uncouple. The knowledge that they must pay for fingers, hands, arms and lives lost in coupling would have a very strong influence with railways in inducing them to push the matter of a uniform coupler. A bill introduced by Mr. Stewart, provides for an examination of appliances by the Commissioner of Labor and appropriates five thousand dollars for the expense of such an examination. It is not likely that it will be adopted or that it would be of any particular benefit if adopted. Mr. O'Donnell has a bill which provides for a vote of the companies and employes, but it is subject to the same objections as the similar provision in the first bill introduced by Mr. Cullom, the only practical difference being that it places the matter entirely in the hands of the Inter-State Commerce Commission to provide for the vote and say how it shall be taken.

A bill introduced by Mr. Milliken, while subject to criticism in some respects, deserves special mention and we print it entire:

For the safety of employes of railroads that are now or may be hereafter engaged in the operating of passenger and freight cars.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

That it shall be unlawful for any railroad company, express company, or coal or iron company, or other corporation, company or person that is now or may hereafter be engaged in the transportation of passengers or freight in cars of any kind on railroads, unless said cars are substantially equipped on each end with a uniform and safety automatic car coupler, so that it will not necessitate any person to go between the cars to couple or uncouple them, and any coupler that will require the constant attention, supervision, and adjustment by a man shall not be classed as an automatic car coupler as the requirements of section two of this act shall be fulfilled.

Sec. 2. That whatever type of coupler may be determined upon according to the provisions of this act, it shall have the following requirements: It must show by its ascertained adaptability to be at all times convenient for self-coupling; all parts necessary for its use to be fast in position, but free to act, so as to be at all times available for service. It is to be so constructed as to allow a variation in the height of cars of not less than four inches. The coupling parts of it must automatically readjust themselves, so that cars can be coupled without any inspection.

All parts of it to be of cast steel. The part of it in the pulling strain shall have a tension strength of sixty thousand pounds to the square inch. It must be so arranged that when a car is turned end for end it will couple with one of its own kind without any attention from the train hands. It must act as its own buffer. It shall be so constructed as to be easily attached to cars. It shall admit of its coupling with other types of couplers now in use, until such time as all cars will be equipped with its own kind. It must always be effective in keeping the cars together while in use. It must not uncouple while in use in rounding curves, or from any other cause, unless at the will of the train hands. It must be so arranged as to be uncoupled from the side, platform, or on top of cars, as the case may be. It shall be so constructed as to be easily repaired. It must admit of being coupled to all present forms of couplers without any increase of danger to the brakeman.

Sec. 3. That within thirty days after the passage of this bill the Interstate-Commerce Commission of the United States is hereby authorized to appoint a board of three persons, none of whom shall be interested in any patent car couplers; all of whom shall be experts in the practical and mechanical knowledge of railroad operating and in the strength of metals and in the construction of cars. The service of said board so appointed shall be for one year from date of said appointment, at a salary of two thousand dollars per annum each.

Sec. 4. The said board shall determine upon and recommend to be tested three of the best types of couplers within one month from the date of said appointment. That whatever type of coupler may be approved of by said board must be automatic and simple in its mechanical construction and freedom to act. That, after examination of models or drawings of such couplers, than said board shall file its report with the Interstate-Commerce Commission within one month thereafter, giving the patent numbers of said couplers so approved and recommended to be tested. That within one month after said report is filed, then said couplers so approved shall be put on such passenger and freight cars as said board may decide upon so as to test and prove the merits of each; but the coupler that will give the best satisfaction to said board when tested shall be the coupler recommended for general use on all railroad cars. Said test must show every desirable and simple feature of the best coupler, as simplicity is necessary both for economy and efficiency.

Sec. 5. That the sum of fifty thousand dollars is hereby appropriated for said salaries, testing expenses, and enforcing the provisions of this act for three years from the passage of this bill; the Interstate-Commerce Commission to have jurisdiction of this appropriation. That after said test is complete, then said board shall file its report and the Interstate-Commerce Commission shall cause such report to be printed and copies served upon every railroad-car builder, the owner or owners of cars, the carriers by railroad of passengers or freight within the jurisdiction of the United States.

Sec. 6. That the Secretary of the Treasury is hereby authorized to pay, out of any money in the treasury not otherwise appropriated, the sum of one hundred thousand dollars to the patentee or owner for the relinquishment of said patent automatic coupler so recommended by said board for general use and the safety of human life and limb, that said patent may be free to all, so as to prevent a monopoly in its manufacturing.

Sec. 7. That every owner of cars and car builders or railroad companies so served shall then commence to equip their cars thirty days after said notice with the automatic car coupler so approved and recommended by the provisions of this act. That every new car built by any person or company, or any car repaired, shall be equipped with said automatic coupler, under penalty of one hundred dollars for every car so built or repaired and not equipped with said coupler. All of such fines shall be collected by the Interstate-Commerce Commission and paid into the Treasury of the United States, to be used for the benefit of such person or persons as suffer injuries in the coupling or uncoupling of cars built or repaired and not equipped with said coupler. This shall not be so construed as to exempt the owner of said cars from civil suit by parties injured.

Sec. 8. That the Interstate-Commerce Commission shall notify each and every railroad company, or any other company or person owning or operating locomotive engines, passenger or freight cars, coal or iron cars, to equip their cars with said coupler so approved, at the rate of not less than fifteen cars per week until all such cars shall have been equipped with said coupler, under penalty of fifty dollars from each company or owner and paid into the Treasury for every car less than fifteen cars per week not equipped. The equipment of said cars shall commence thirty days after said notice has been served, which notice shall be served thirty days after the completion, of said test and the report of said board being filed.

Sec. 9. This act shall be in force from its passage.

The first noticeable feature of this bill, is that it shuts out of the competition entirely, every one of the vertical plane couplers in existence, for there is not a single one of them that does not "require the constant attention, supervision and adjustment by a man," and in no one of them does the "coupling parts automatically adjust themselves so the cars can be coupled without any inspection." This provision of the bill meets the personal views of the writer exactly, and he believes that the coupler described by it can be found, but we doubt very much, whether under present circumstances, it is best to prescribe conditions for a test which excludes the vertical plane. We are of the opinion that the vertical plane coupler is not the best in use by any means, and we believe that it will be a great mistake to continue the equipment of cars with it, yet, if after a fair opportunity for an expression of opinion, the vertical plane is the choice of the majority of those most deeply interested, we shall cheerfully acquiesce and heartily lend what little aid we can, to hasten its universal adoption. We believe that the board provided by Section 3, of the bill is entirely inadequate to pass upon the matter and make a selection. Such a board should be large enough to give all the various interests representation, and it should be so composed as to prevent any possible suspicion that any decision arrived at was in any way unduly or improperly influenced; however, if the bill could be passed, it would be an excellent thing, for it would be difficult for any board to get far out of the way and comply with the conditions of Sections 1 and 2, and this bill in connection with that introduced by Mr. Bushnell, would, we believe, bring about a solution of the matter. A feature of this bill that we heartily approve, is the provision for the purchase of the patent by the government for the use of all. We fear though, that with the vertical plane shut out, the influences against it will be strong enough to prevent its adoption, and in this connection we wish to say just a word in regard to the endorsement of the vertical plane, or any other coupler. No one has any authority to endorse any coupler, in behalf of the Order of Railway Conductors and any one that says that the members are unanimously in favor of any, or that a majority endorse any type or particular coupler, is either very much mistaken or misrepresents the facts. We know that many members favor the adoption of the vertical plane while we know that many others are very much opposed to it. All that can be said by any one, is that they are in favor of the adoption of some coupler that will reduce the danger of coupling cars, and while we have no authority from any one to say so, we believe that the plan outlined by the January CONDUCTOR will receive the unanimous support of members of the Order, and that any decision arrived at would be accepted by all. We can see no reason why those who so enthusiastically endorse the vertical plane coupler should object to such a competitive test, and the only reason that we can see is, that they fear the result of the test, and prefer to labor for legislation that will permit the present condition to be indefinitely continued, and after the Coffin or a similar bill has become a law, dozens of different kinds of couplers may be continued in use.

The Milliken bill would not be acceptable to all because as stated above, some favor the vertical plane and many will claim that it is near enough to an automatic coupler to answer all purposes, and that if all that is necessary is to inspect and prepare the coupler before the coupling is made, it will be "plenty good enough." It has been claimed that the members of the B. of R. T. are unanimously in favor of the M. C. B. type and that the organization is committed to it, would seem to be true from the expressions in their journal, but it is not true that all its members endorse the M. C. B., for while we know nothing of the opinions of a majority or even of any large number, the expressions of the few with whom we have had an opportunity to talk, would lead us to the opinion, that it is very doubtful about the majority, and that with a fair expression of all, the M. C. B. might not be the choice.

On the 16th, the committee appointed by the convention of state commissioners meet in Washington, and on the next day, they are to be heard by the Senate Committee on Interstate-Commerce. A bill has been in process of preparation by this committee, and it will probably be introduced soon after this meeting.

Since writing the above, we have received from Hon. Spencer Smith, secretary of the special committee appointed by the convention of state commissioners, a copy of their report, which gives a synopsis of the arguments presented to the committee by those who appeared before it at the New York meeting, and we note the following: "Hon. L. S. Coffin closed the hearing, appealing in the name of the associations represented by him for positive legislation, compelling the adoption of the M. C. B. coupler and train brakes." Mr. Coffin was authorized to represent the Order of Railway Conductors before this committee to a certain extent only, and either he misunderstood the extent of his authority very much, or else the committee misunderstood Mr. Coffin. As we have stated above, neither Mr. Coffin or any one else has any authority to represent the Order of Railway Conductors as being in favor of the adoption of the M. C. B. coupler, and the Order was misrepresented if it was represented as in favor of it. The fact that the Santa Fé, which once adopted the M. C. B. has now discarded it for a link and pin type, and that it is reported that a number of the other western trunk lines have decided to discard it, after a practical trial of several years, should be a strong argument against any hasty legislation for this particular type of coupler, and we again repeat, that while we do not wish any to understand that we, even indirectly, try to represent the members of the Order as in favor of a link and pin coupler, we do emphatically state that they are not, so far as any one knows at present, in favor of the M. C. B. coupler.

PINKERTONISM.

Representative Watson of Georgia has introduced in the house of representatives, a resolution providing for a special inquiry in regard to the Pinkerton Detective Agency and its methods and Mr. William Pinkerton announces that "that man Watson is making a fool of himself" and the writer is free to admit, that in Mr. Pinkerton's place, he might hold the same opinion. We are

not at all surprised that Mr. Pinkerton should denounce any who proposes to investigate Pinkertonism. Mr. Pinkerton further says "he states that we are practically a quasi-military organization, fostered by capital and consequently a constant menace to the common people of the land. He says that we employ an army of 35,000 salaried men—a greater force than the entire regular army consists of. Now, any sensible person knows that is absurd. It is all bosh. The fact is we employ about 1,000 men, and every one of them is doing nothing but legitimate work. As for the investigation of our system that he proposes, I wish it would be made. Nothing would please me more. Then the mouths of these cranks and kickers would be silenced at least for a time, and the people at large would be convinced that our employes are an honorable class of men and that our business is carried on in a perfectly legitimate way." Just why Mr. Watson should be denounced as a fool for proposing something that is to be a great benefit to William and his agency, will be a conundrum to many. That there are at least a few people who share Mr. Watson's opinion that the organization partakes something of the nature of a military organization, will hardly be contradicted and while there may be a wide difference of opinion as to just what constitutes a "quasi-military organization," ordinary people who understand that a military organization consists of a body of armed men under the direction of some other man, may be forgiven for thinking that a body of Pinkerton employes armed with breech loading, repeating rifles partakes something of a military nature. We are inclined to think William is correct when he denies the 35,000 employes; we do not for a moment think that anything like so many men are regularly employed by the agency, but whether the number of regular employes be 35,000 or only 35, does not seem to us to make very much difference, as long as bodies of from fifty to three or four hundred, carrying Winchesters, are always furnished on demand. Having seen and known something of the methods pursued in finding these men, we are the more ready to credit the statement that the number is not 35,000. That the business pursued and the methods employed are "legitimate" is an assertion with which some of us will differ and the fact that a number of states have found it necessary to prohibit Willie and his "legitimate" employes from entering their bounds in pursuit of their "legitimate" business, would seem to indicate that there is some little opportunity for difference of opinion. "They are all honorable men" but the Pinkerton agency has always been careful to keep from the public, the book it published giving some of the evidence in the trial of the P. and E. conductor whom its "honorable" employes endeavored to convict of dishonesty and which it circulated among railway officers and William will not now produce any of that evidence to prove the honor of his employes who by their own evidence, were shown to be ex-convicts. If it does not now, Mr. Watson's resolution should include all similar concerns for while the Pinkerton agency is the head and front, there are other concerns that would be as bad or worse if opportunity permitted. It is reported that the committee to which the resolution has been referred is likely to report unfavorably upon it, for the alleged reason that the government of the

United States is powerless to interfere and that inasmuch as it has no authority to correct the alleged evils, it cannot therefore investigate in regard to them. This may be good constitutional law, but in our opinion it won't save the members of that committee from censure and the opposition of all who do not believe that our government was framed with the intention of permitting men to sell the services of armed men to take law into their own hands and shoot down those who refuse to submit to their dictates. Mr. Watson has also introduced a bill providing for the abolition of Pinkertonism and every organization of laboring men in all avocations, should immediately adopt resolutions favoring the enactment of the law and for the investigation and promptly send them to their representative in the House as well as to senators. We sincerely hope that every division of the Order in the United States will within the next four weeks at the farthest, forward a memorial on the matter. Mr. Watson deserves and should have our united and earnest support in this matter and members should mark any member of congress who places a straw in the way of the investigation or the adoption of the bill.

WATER OR —?

With its usual accuracy (?) in anything pertaining to the legislative regulation of railway rates, *The Railway Age* accuses THE RAILWAY CONDUCTOR of attacking it as follows:

"THE RAILWAY CONDUCTOR attacks us for saying that the present course of the Texas commission is one of virtual confiscation of railway property, our contemporary's argument being as follows:

Now suppose the Texas railroads should conclude to collect dividends on honest cash investments and not on water, they would at once be able to carry freight and passengers at rates even below the demand of the Texas commissioners. It is preposterous to assume that the citizens of Texas or of any other state are so stupid as to desire to cripple railroads or confiscate their property. Why not state such cases honestly and not like a jack lawyer? Texas has chartered railroads to advance the interests of the people of the state and not to pay interest on watered stocks and bonds.

In reply all we wish to do is to call the attention of the RAILWAY CONDUCTOR to the recently issued advance sheets of the forthcoming report of the statistician in the interstate commerce commission, which shows that of the stock of the lines operating in Texas during the year, 99.99 per cent was unproductive of any returns. Only one share of stock in every 10,000, therefore, on the Texas lines received any dividend at all. How much dividend, then, did the companies collect on "water?"

The statistician shows that on Texas lines (in his own words) "net income is a minus quantity." How much less than nothing does THE RAILWAY CONDUCTOR wish the railways to earn?"

THE RAILWAY CONDUCTOR did not say what is quoted by the *Age* but printed an article from the *Locomotive Firemen's Magazine* which appears on page thirteen of the January CONDUCTOR. We obey the "call" however, and turn to the advance sheets of the Statistics of Railways in the United States, which we have not yet had time to examine, and find that the total earnings of roads in "Group IX" which includes Texas, Louisiana and part of New Mexico, was \$34,596,387, operating expenses \$26,188,688 and that the income from operation was \$8,407,699 and from other sources, \$2,735,320,

making a total of income of \$11,143,019 and yet there is shown a deficit of \$1,298,238, the total deductions from income being \$12,441,258. Thus we see that a total income of \$11,143,019, \$1,395 per mile on a little less than 8,000 miles of road is turned into a net loss of \$163 per mile or over a million and a quarter in the aggregate. By reference to another page we find that the roads in this group are stocked for \$21.65 and bonded for \$23,393 per mile, making \$45,051 per mile, a total of almost three hundred and sixty millions of dollars, while "other indebtedness" runs it up to \$46,691 per mile and the income on this vast sum was over three per cent and yet in the words of the statistician, "net income is a minus quantity." Is it very much to be wondered at, particularly when we consider the fact that for hundreds of miles of the road represented, the expense for grading was practically nothing? And when we consider further the unquestioned fact that much of the stock cost its holders nothing but was given as a premium for buying the bonds and that the latter were sold for much less than their face value, is not the average man justified in a suspicion that perhaps "water" may have received a little something after all?

We wish to repeat with emphasis, Bro. Debs opinion that the better plan for corporations, is to obey the laws gracefully and they will be better off in the end. We believe the partisan and unfair position of the *Age* on this question, is a positive injury to the railways and we believe that if the railways and such papers as the *Age*, would show a disposition of fairness, they would be better off in the end. As an instance in point, if four years ago, when the two cent fare legislation was defeated in this state, the companies had placed on sale transferable thousand mile tickets at twenty dollars, it would not have materially effected their revenue and it would have ended at once the agitation for a two cent rate; it would have that effect if done even now and if it is not done, they will be compelled to make a general two cent rate within five years if not this year.

NEEDS EXPLANATION.

In his speech at the mass meeting at Battery D in Chicago, Bro. Howard said, referring to the consolidation of the B. of R. C. with the Order: "It was made in good faith as far as I was concerned, and so far as the Brotherhood of Railway Conductors was concerned, and it should have been made in good faith on the part of the representatives of the Order of Railway Conductors." In making impromptu speeches, a man often says things that convey a different meaning from that which is intended and we are inclined to think Bro. Howard used the language quoted above without thinking of what he was saying and without intending to convey the inference, that he, upon reflection, will readily see, must be drawn from these words. If Bro. Howard intended in a public meeting of this character, to convey to his hearers a doubt of the integrity of the representatives of the Order, or to set afloat an accusation of bad faith on their part, he should have given his reasons for doing so or for suspecting any bad faith. As above stated, however, we believe the language was used without any such intent, but the effect may be as bad as if the intent was present. For the purpose of demonstrating the mat-

ter in case of need, the representatives of the Order insisted on a complete record of all the proceedings and debate by a disinterested and competent stenographer and that record in connection with the contract or agreement signed by all, will demonstrate that so far as the Order is concerned, it has not only acted in good faith throughout, in living up to the agreement made, but that any departure from the letter of the agreement has been in favor of the members of the B. of R. C. and it is a fact that of all the members admitted from that organization, in the majority of cases, the requirements of the contract were not fully complied with by divisions and members of the B. of R. C.

THAT MASS MEETING.

The much advertised meeting at Chicago of railway employes who were to learn "the inside" of the Northwestern "conspiracy" has been held and what is the result? Increased ill-feeling and the spread of the contagion to parties not heretofore directly connected. To compensate this, there should be a gain shown somewhere, but if there is or has been or is likely to be the slightest possible benefit resulting, we are unable to see it, unless it is the advertisement of the *Age of Labor*. If it has had this result, we are glad of it, but we think that better results could have been obtained in a way that would not have worked injury. Toward Bro. Rogers, we have only the kindest feeling and we respect and admire his ability but we believe that he makes a serious mistake in continuing discord and in endeavoring to be revenged upon the officers of the Trainmen.

We have carefully read the addresses made at this meeting and we fail to find a single thing that is new; Messrs. Rogers and Debs simply repeat what has already been worn out by repetition and as to the challenge to the officers of the Trainmen to meet them and debate the matter, we believe that they used good judgment in ignoring it and that their course in refusing to carry on a controversy, that even if its merits on the side of the Switchmen are all that is claimed, is dead enough to be buried,—is a wise one.

Admitting, for the sake of argument, that there was a "conspiracy" no one of those who loudly denounce it has yet had the temerity to even indirectly suggest that there was not reason for some action on the part of the Trainmen to protect their member or that the "conspiracy" on the part of those who are accused of it, was anything more than an effort to compel the Switchmen to do justice to a member of the Trainmen.

EDITORIAL CONFERENCE.

The following explains itself:

INDIANAPOLIS, IND., Jan. 30, 1892.

DEAR S'N AND BROTHER:—Pursuant to suggestions made by Brother E. V. Debs and others, which you have no doubt noted in the January Federationist, a call is hereby issued for the editors of all papers and periodicals published in the interests of railroad employes, to meet in conference in the city of St. Louis, on

TUESDAY, MARCH 15, 1892,

at the St. James Hotel, Broadway and Walnut streets, where favorable rates have been secured.

It is especially requested that you answer this as soon as convenient in order that further arrangements can be made for entertainment.

It is also hoped that all will attend this conference, regardless of personal opinions, as the matters to be acted upon are of vital importance. Address communications to

Yours fraternally,

CHAS. W. MARTIN.

A NEW GRIEVANCE.

Paradoxical as it may seem, it is nevertheless true that some people are never so happy as when they are real unhappy and the only time they are absolutely unable to enjoy life, is when they can find nothing of which to complain.

This reflection is called out by some remarks in the *Switchmen's Journal* for January which Bro. Hall is pleased to entitle "A New Conspiracy" and which accuses Bro. Clark and S. E. Wilkinson of a "conspiracy" to reduce the wages of the switchmen on the Southern Pacific. He says:

The schedule on the Southern Pacific, signed by Grand Master Wilkinson and Grand Chief Clark, in behalf of the Switchmen on certain divisions of that road, is at all points a reduction from the present rates of pay. At San Antonio and other points upon those divisions, the Switchmen are members of the Switchmen's Mutual Aid Association, and are receiving "standard" pay. Such work as this is in perfect accord with the underbidding policy pursued by Wilkinson and the Brotherhood of Trainmen for the past two years, but why Grand Chief Clark, of the O. R. C., should be guilty of an attempt to reduce the wages of Switchmen, is not so easily understood. If the Order of Railway Conductors intends to lend its influence to Wilkinson for the purpose of reducing the pay and increasing the hours of labor of Switchmen, it would be far more honorable to make an open declaration to that effect. All the advantages the Switchmen have ever obtained, has been the unaided work of this Association. Such work as that upon the Southern Pacific can only be understood in one way—a deliberate attempt of the Order of Railway Conductors and the Brotherhood of Trainmen to rob the Switchmen of the fruits of their own efforts. Where stands the Order of Railway Conductors in this new conspiracy?

In the first place Grand Chief Clark has signed no schedule anywhere "in behalf of the Switchmen" and the rate named for Switchmen in the schedule referred to is *not* a reduction.

Such rant is simply puerile and is only worthy of attention as showing the effects of a bad digestion or an ill conditioned spleen. In another article on the same subject, Bro. Hall states the rate of pay agreed upon for yardmen and repeats the assertion that it cuts down the pay of switchmen.

We do not know what the pay of switchmen at the points named has been, but we do know that the pay provided for is an increase over that which has heretofore been paid. The whole truth of the matter is that the officers of the S. M. A. A. can't forgive Bro. Clark for not giving them an opportunity to blackball the application of the Order for admission to the Council and later for not coming to the rescue of that Council when it became apparent it was not the Monte Christo which owned the world. THE CONDUCTOR does not feel called upon to in any way enter upon any defense of Bro. Wilkinson, but it cannot but deprecate the readiness of the official publication of a railway labor organization to impute dishonorable and dishonest motives to those with whom it happens to differ, or rather perhaps we should say, to all who do not coincide with it, in all its views; it is not a promising sign for the future. So far as the matter of switchmen's wages is concerned, Bro. Clark does not meddle with it in any way and the only trouble with him is that he outgeneraled the officers of the S. M. A. A. and their allies last June, and this is an unpardonable offense and he failed to support the S. M. A. A. right or wrong in the Northwestern affair, but on the contrary had the temerity to condemn the switchmen for their illegal action and their disregard of the rights of others. That his failure to "brace up" the Council in its time of need is a

cause of complaint, is evidenced by what is said in still another article:

This Association urged the consolidation of the Conductors, and agreed to sanction the transfer of the franchise of the Brotherhood in the Supreme Council to the Order. The transfer was overruled by President Sargent, and the same constitutes his one official act since the Terre Haute meeting. We are informed by the former officers of the Brotherhood that the Order pledged itself to apply for membership in the Council if the transfer of the franchise was not allowed. The application has not yet been made. Possibly "benefits" may come from broken pledges, but they are not yet apparent.

And to this we wish to say that no pledge of the kind stated above was made or even suggested by any member of either the Order or of the B. of R. C. at the conference which resulted in the consolidation, and we find it difficult to believe that any former officer of that organization should deliberately and without any cause whatever make such a statement; if any such has been made, it is wholly false. We have a transcript of the entire proceedings at the conference which can be produced at any time if necessary.

Bro. Hall may rest assured that if the time ever comes when the Order of Railway Conductors shall be parties to a federation or alliance of any kind, which includes the Switchmen or any other organization, it will be under laws that will make it impossible for Grand Master Sweeney or any one else to defy its authority without suffering a penalty, and provision will be made for the enforcement of the prescribed penalties also. The members of the Order are in favor of a federation, confederacy, alliance or call it what you will, which shall include all of the organizations of employes in the train service, but it must be a federation that shall have power and authority to meet emergencies and when met, to enforce its decrees. The Order will join hands as readily with the S. M. A. A. as with any other, but if its official organ and its officers, (vide Sweeney's St. Louis "interview" in December,) continues its causeless attacks upon the Order and its executive, the time may come when there will be a change. The Order feels that it is reasonably able to stand alone and that in any alliance that it may form with any organization, it will give as much if not more than it will receive by it.

In reference to the implied accusation of neglect of duty by the president of the council, is it not true Bro. Hall, that his official inactivity is the result of an agreement made by the representatives of the Switchmen and the B. of R. C. with him in Terre Haute last June?

During the past three months, we have published resolutions from two or three divisions of the Order indorsing the action of the board of directors in the consolidation matter; readers who have no other means of knowing the circumstances, might surmise from this that but two or three divisions had approved, and that nothing more than a grudging acceptance was given by the balance. Such an inference would be entirely incorrect for only a very few divisions have failed to officially indorse the consolidation, though none of the resolutions have been printed except when it was specially requested. Members of the Order may feel assured that every member of the board appreciates and is grateful for the general and unqualified approval that has been given.

The Age of Labor although a little tardy in reaching this office, has been received and; as predicted Bro. Rogers makes an excellent paper and one that will be read by a large number of employes, not only of railroads but in other vocations, but in our humble opinion he will meet with much greater success, if he will drop his personal grievances and devote his energy and admitted ability to healing the present breach instead of making it wider. Number one is an interesting paper and aside from a little on the "conspiracy" matter, its contents cannot fail to interest all, whether they coincide with the opinions expressed or not. In his introductory, Brother Rogers says *The Age of Labor* is "a journal without politics, without a religion and without a fear," and he should hasten to amend this declaration by inserting after "politics" an explanation that he means politics in the ordinary acceptance of the term, for certainly this first issue is full of "politics" but it is politics in the real meaning of the word and is not partisanship; aside from this slight criticism, THE CONDUCTOR finds nothing to condemn and much to commend in the introductory which is followed by an article by Mr. Debs. A ladies department under the title of *The Homemaker* is conducted by Mrs. H. W. Mathews, formerly editress of that department of the *Trainmen's Journal*. We trust Bro. Rogers will meet with success beyond his most sanguine hopes.

At a meeting held in Columbus, Ohio, an effort was made to unite the employes of that state in support of one of their number for railway commissioner, but it proved to be a failure, the engineers and firemen withdrew from the meeting and decided to present a candidate of their own the conductors and brakemen deciding to present the name of Bro. John S. McVean. We do not know how fully the employes of the state were represented at this meeting but we cannot but regret the failure to unite, as the presentation of two candidates by the employes means the appointment of neither and while we believe that in this instance, a conductor should have been chosen and that the engineers, who in a majority of cases are inclined to resemble the white hunter who would "no say turkey to ingin," and insist upon having their own way or refusing to play, should have yielded, yet we would rather have seen unity in support of their candidate, than to see it as it is. Bro. McVean made a good fight for the place in behalf of the employes two years ago and would undoubtedly have been appointed had he not been on the opposite side of the political fence from Governor Campbell and for this reason was, we think, entitled to some consideration from the engineers. By the way, the failure of Gov. Campbell to give the employes of the state representation on the board had more to do with his defeat than the politicians have any idea.

It is a fact that is, or at least ought to be, well known to readers of THE CONDUCTOR that a committee composed of members of the Order and the B. of L. E. spent considerable time at Jefferson City during the last session of the Missouri legislature and that they procured the enactment of a number of laws of great value to railway employes. The committee and all who know anything of their labors, are unanimous in giving credit to Hon. Richard Dalton, of Ralls county,

for aid in procuring what they asked, the gentleman taking particular pains to inform himself and to aid them in every way possible and while much credit is due to other members, it is an admitted fact that without the aid of "Dick" Dalton, they would not have been successful. The gentleman is a candidate for the democratic nomination for governor and there is now an opportunity for the employes of the state, not only to repay the debt they owe Mr. Dalton, but to aid in placing in the gubernatorial chair, a gentleman who will always listen to them and will give them aid in any reasonable and just matter. Mr. Dalton is a member of the Farmers' Alliance, and his course is indisputable evidence of the fact that the farmer representatives are the best friends the railway employes ever finds in legislative halls; he is also a brother of our own popular "Bob" Dalton of Division 55. We sincerely hope that every democrat employe in Missouri will make it a point to see that Mr. Dalton is nominated and after the nomination that he will be supported by all without regard to party.

The Board of Federation of Aransas Pass Employes, have issued a circular which has been sent to all divisions of the Order, and presumably to other organizations, asking aid financially, and which circular contains the following:

"When the next grand convention of all orders assemble, be on guard, and vote for men to hold the responsible offices of Grand Chiefs who are true friends of organized labor, and who will not sell to capital the rights of the different orders."

Just when and where the "next grand convention of all orders" will assemble, is left to conjecture, though undoubtedly what is intended is the next grand convention of each of the railway organizations, and this one sentence exhibits the ability of the men who have been entrusted with the management of the affairs of members of the Order on the Aransas Pass. This board asks members to oppose the re-election of any grand officer who has declined to assist Messrs. Kiler and Collier, who sign this circular, in disorganizing the present organizations and turning affairs over to a disorganized mob. This specimen of impudence, sending a circular asking money and in the same circular asking members of the Order to punish their Grand Chief for declining to assist in the violation of laws that he has solemnly sworn to obey, is on a par with many other things that have been done and mis-statements that have been made in connection with the Aransas Pass strike. No division of the Order has a right to pay any attention to any such a circular, although individual members have a right to "contribute" as much as they please, yet we would recommend to any member who wishes to contribute, that he send his contribution to some member of the Order whom he knows and that he does not even indirectly recognize the so-called Federated Board, which has done all it possibly could to disorganize the regular organizations and that now insults members by sending such a circular to divisions. Notwithstanding the fact that the laws of the Order were violated by every member who took part therein, the writer will willingly contribute to the aid of any of the strikers who need it, but any such contribution will not be sent to the "Board of Federation" nor to any of its officers. Division No. 275 has disavowed any connection with the circular.



Railroad Lightning comes to us this month as the *Union Railroader*. It is enlarged and otherwise improved.

No. 2 of the *Foreman's Advance Advocate* is to hand. It is published at St. Louis by the International Brotherhood of Railway Track Foremen of America and is a wide awake paper, which we welcome to our exchange list.

The long expected and anxiously waited for "On the Track and Off the Train," is on our desk, and more than fulfills the expectations aroused, and the member of the Order who does not procure a copy will regret it.

Locomotive Engineering with its February issue sends a colored lithograph of the first locomotive with a steel boiler. The paper is one which should be read by every employé in the land, and the lithograph is worthy of a good frame.

Toilettes is a fashion magazine that certainly must be appreciated by the ladies, for there's enough in it to even catch the attention of the sterner sex. It is published by the Toilettes Publishing Co., 126 West Twenty-third street, New York, and the price is \$1.50 per year. Single copies 15 cents.

The Century Magazine have issued in pamphlet form the series of articles that have appeared in the magazine in "Topics of the Time" on "Cheap-Money Experiments. The pamphlet fully demonstrates the folly of the Alliance sub-treasury scheme. Single copies 10 cents or 5 cents each by the hundred.

"State Railroad Commissions and How They May Be Made Effective" is a valuable paper by Frederick C. Clark, Ph. D., of the Ann Arbor High School. It is a book of 100 pages, issued by the American Economic Association of Baltimore, and to which we shall refer hereafter. The price is 75 cents and it can be obtained by addressing the Publication Agent of the Association.

The Twice-a-Week News of Des Moines is the best paper published in the capital city. It issues two papers every week, Tuesdays and Fridays, giving the news of the day and the proceedings of the legislature half a week ahead of any of the weekly papers. The price is that of a weekly, only \$1 a year. We will furnish it for one year with THE RAILWAY CONDUCTOR for \$1.65.

The Railroad Car Journal for February contains a supplement with excellent portraits of the "Royal Blue Conductors" that is, the conduct-

ors who run the B. & O. "Royal Blue" limited, and among them we note several members of the Order, including Bro. Happersett, who represented Quaker City Division in the last Grand Division. By the way, *The Railroad Car Journal* is one of the best railway papers published and should be widely read. Note their advertisement in this number of THE CONDUCTOR, and the premiums offered.

Outing for February is filled from cover to cover with interesting and instructive reading matter embellished with a great number of beautiful illustrations, among which are a series of reproductions of instantaneous photos that have, perhaps never been excelled. In these dull winter days one might imagine that it would be impossible to obtain fresh material for a magazine like *Outing*, but the publishers are equal to the situation and certainly submit a most charming lot of it in the February number.

The Cedar Rapids *Democrat* is a new paper, of which ex Postmaster Charles is the editor. Alex. is a hustler generally and will undoubtedly make a lively and entertaining paper. In the introductory editorial he "swears off" on editorial quarrels and on permitting personal differences to find their way into the *Democrat*, and in No. 3 there's evidence that the promise is something on the Rip Van Winkle order. Bro. Charles is too much of a Scotchman to live at peace with everybody under all circumstances. We wish success to the *Democrat*.

"Transplanted Shame," the first of a new series of books from the press of Lew Vanderpoole & Co., is on our table and is a book that will attract the attention of thoughtful people. It is written by four prominent New York people, including a clergyman, an attorney and a society man, and deals principally with the shams and evils of society life. While we do not agree with the writer or writers of the book in regard to the remedy proposed, we believe it cannot fail to have a powerful influence for good. Ask your bookseller for it. The next of the series will be "The Primrose Path," by Nym Crynkle, and will deal with the inside of stage life.

A unique and handsome card is that which notifies us that it won't cost us a cent to join with Toronto Division in their eighth annual ball on the 26th. On the same evening the Des Moines conductors will indulge in the mazy at the Kirkwood House and to this we have also been favored with a "pass." The great difficulty is, though, that we shall not be able to use either.

One of the neatest "time cards" that we have seen, is that issued by Lexington Division No. 239.

We regret to see Bro. Martin of the *Federationist* drawn into the "conspiracy" jangle, even on a side issue.

Bro. Honin fairly outdid himself with his holiday edition of the *News Reporter* and issued a paper that was a "corker."

St. Paul Division No. 40 gave its ninth annual ball on the evening of February and like all its predecessors, it was a success, only "a little more so."

Bro. D. J. Caldwell, 38 Main street, Champaign, Ill., wishes to learn the present addresses of Bros. J. H. Evans, M. J. Thornton and W. A. Tressell.

Bro. Rankin of 255 sends us some handsome photos of Calgary scenery which induces a resolution to pack up rod and gun and travel in that direction on the advent of warm weather.

On the evening of January 24, Division 54 of New York City gave a ball and banquet which was a success in every way and a large number of people were well entertained and all went home happy.

Bound volumes of the *Engineer's Journal* and the *Firemen's Magazine* for 1891 adorn our table and we are under obligations to Bros. Hays and and Debs for them.

Arrangements have been made for the organization of Division No. 322 at Covington, Ky., February 21st, and all members of the Order who can do so are cordially invited to be present.

Bro. A. C. Wisler, 1143 Toronto street, Columbus, Ohio, asks information in regard to his brother, Geo. E. Wisler, who when last heard from was in La Crosse, Wis.

April 20th will occur the second annual ball of St. Joseph Division No. 141 and any member of the Order who can arrange his run to be in St. Joseph that evening will not regret it.

LaFayette Division No. 302 held their first annual ball February 4th. The invitations were beauties, the first page bearing a gold leaf horse-shoe entwined with four leaved clover.

We are in receipt of a beautiful calendar for 1892, issued by the Iowa Masonic Library which contains two fine engravings of the library interior. Grand Secretary Parvin has our thanks.

President Gompers of the A. F. of L. has issued an appeal in behalf of the printers in Berlin, Germany, who are out on strike. Contributions

should be sent to Chris. Evans, secretary, 21 Clinton Place, New York.

A whole chapter of good sense is condensed into a brief editorial in a recent issue of *The Railway News Reporter* entitled, Where Will it End? and we shall quote it entire in the next CONDUCTOR.

Bro. Wm. Sense of Division 14 is nursing a sprained ankle and Sense fate decreed that he must be injured, we are glad it is no worse, though a sprained ankle is bad enough.

Circulars issued by the general superintendent of the A. & P., announce that Mr. Andrew Smith is appointed superintendent of telegraph and Mr. John Denair superintendent of transportation vice Mr. Smith.

Brother A. V. Fiola writes that he could not keep house without THE CONDUCTOR, and while this of course is extremely gratifying to the editor, we fear Brother Fiola is guilty of a very little exaggeration.

The fourth annual ball of Fargo Division No. 72 is now of the past and the boys have reason to congratulate themselves on their success. It occurred February 9th. The editor was remembered and would like to have been with them.

The editor knows from personal experience that Valley City Division No. 58 held its second annual ball recently, but he does not know anything of it from any communication from the correspondent of that division.

Bower City Division No. 113 of Janesville, Wis., will dance and enjoy itself as well as endeavor to make things pleasant for its friends on the evening of the 22d. We return thanks for being remembered.

Mr. B. Bailey, formerly train dispatcher "day trick" at Waukesha for the W. C. line, has been appointed chief clerk to Mr. E. R. Knowlton, superintendent of terminals in Chicago. May success attend you B. B., in your new duties.

The HollenJen at Cleveland, Ohio, in point of comfort and reasonable rates, is equal to any hotel in the United States and is surpassed by none. Conductors visiting the city, will find it an excellent place to stop and will do well to recommend it to their friends.

We are in receipt of the Public Ledger Almanac for 1892 published by the well known Geo. W. Childs and which has reached its twenty-third annual edition. It is a fine specimen of the art preservative and its seventy odd pages are filled with interesting and useful information.

A complimentary invitation to the fifteenth annual ball of Denver Division No. 44, which occurred on the evening of January 27, came duly to hand and was appreciated, although we were unable to avail ourselves of it.

Bro. Weddle, the late secretary of Division No. 175 has been severely afflicted by the serious illness of his child. THE CONDUCTOR but echoes the wish of numerous friends when it hopes sincerely that the little one may soon recover.

Bro. W. M. Sebring addressed the painters union in Memphis at an open meeting held by them recently and was warmly greeted by them. Bro. Sebring seems to be "always around" when there's anything to be said for the advancement of labor.

The union meeting held in New York on the 31st ult. was a splendid success, being attended by several hundred during the day and over two thousand in the evening. We regret that space forbids an extended account.

February 7th, at Boston, occurred a well attended meeting of engineers and conductors and arrangements were made for a union meeting of the members of the two organizations at some time in the near future, at which it is expected the Grand Officers will be present.

Bro. J. E. Fagan wishes it to be known that the celebrated Jellico coal, which is mined by the Falls Branch Jellico Coal Co., of which he is a director, is the best in the South, and that members of the Order who buy coal will consult their own interests by asking for it.

Texas is a great state, an empire in itself and its citizens claim they have everything they want; that they sometimes have what they don't really "banker arter" is suggested by the fact that the chief of the "long horns," Bro. Knowlton, of 53, writes that himself, father and mother have all been seriously ill.

The members of Division 170 mean to get even with Bro. Ancker if possible; he has recently been convicted for the seventh time and the sentence each time has been "one year at hard labor." He has been re-elected secretary of the division.

We regret to learn of the serious illness of Bro. Geo. H. Bailey, one of the reliable and faithful members of the Order and an old and efficient B. & O. conductor. That Bro. Bailey is improving and hopes soon to be able to resume his daily labor, will be good news to his many friends.

An exchange says:

President Newell, of the Lake Shore, has appointed his son, a mere boy, to the position of division superintendent. Of course there is a "kick" among the railroaders, but what is the use of kicking on the president of a railroad?

And Mr. Newell is not the only man by a considerable number who is indebted to relationship for a position.

Postmaster-General Wanamaker, in his annual report renews his recommendation for the establishment of postal savings banks and makes a strong argument in favor of it. We believe it is practicable and would be of great benefit to the people, particularly in the country remote from savings banks.

If any reader of the Order should happen to find himself in Kansas City and wish to stop at a really good hotel, he will make no mistake in selecting the Midland, which under the management of Mr. C. G. Baird is one of the best in the United States.

The Denver *Republican* is about right when it says:

If the companies would act frankly and fairly with the people they would do away with nearly all of this hostility. If they would recognize the just claims of particular communities, and treat all shippers impartially they would take away the occasion for complaint. But they are not likely to do this. They are so tied up with certain shippers and particular communities that it is hard for them to free themselves and take a just and impartial stand toward the public.

The grim humor of the Iowa judge who on December 4th sentenced a young man who had been convicted of breaking into his brother-in-law's house, the object being to thresh the brother-in-law who was whipping his wife, to "three days imprisonment beginning December 1st," is duly appreciated by every man who has a spark of chivalric feeling.

A great newspaper made itself familiar and caused consternation in a presidential campaign, by extensively advertising its price as "One a Day," and while the price of this paper was but one cent a day, *The Yankee Blade*, a weekly, eight page story paper will be sent for one cent a week for ten weeks and the *Woman's Home Journal* eight weeks for ten cents. For further information, see our advertising pages.

The statement is made that through the influence of president G. W. Parker, of the St. Louis, Alton & Terre Haute, a plan for profit-sharing with the employes has been drawn up and will be submitted to the directors in June next, and it is stated that the Board will probably adopt the plan upon Mr. Parker's recommendation. The experiment will be watched with great interest by employes generally if it shall be placed in effect.

One of the measures already introduced, in regard to which there ought to be no question, is Senator McMillan's bill prohibiting the leasing of any persons convicted for violations of the United States laws. Certainly no argument beyond the existing circumstances is necessary in favor of the enactment of this bill and legislation of the same character in every state in the union.

A considerable clamor has been made throughout the state in regard to a revision of the laws exempting a laboring man's wages from garnishment or execution, and reputable papers and merchants have been induced to join in the demand for amendment. There should be no such amendment and the whole "hue and cry" has been raised by collection agencies that under the present laws are unable to completely despoil laborers.

The Brotherhoods, especially, those in freight service, will note the insertion of the ad of Mr. Safford an old veteran railroad man, who began on the foot board in 1858 and has seen service in several branches of railroad life. This is not a new device as you will see by his statement of the number in use, and especial interest will attach to the subject at the present time, as urgent legislation is demanded and will probably be passed at this session of Congress.

The last time Charles Herbert, of the surname Wilkins, stepped on the scales he was, or pretended to be, much surprised that there should be marked a noticeable increase in weight; the members of the Order on the W. N. C. railway would not have been surprised had any of them been present at the weighing, for his capacity had been demonstrated to them; knowing something of it ourselves, we are not surprised after reading the bill of fare of the banquet given him by the W. N. C. conductors.

On December 15th, 1891, Mr. E. R. Knowlton was appointed superintendent of the C. & N. P., C. & C. T. and C. & S. W. Rys with office in Chicago. Mr. Knowlton has been superintendent of the Chicago and Milwaukee divisions of the W. C. lines for the past two or three years and the employes here feel quite sorry to lose him, although glad to see him appointed to fill so important a position. Mr. Knowlton made many friends during his short stay here and may he prosper in his new position is the wish of all.

If the railway companies can use employes to defeat farmers' legislative bills, they can use farmers, later on, to defeat employes' "liability" and "Pinkerton" bills. The companies say to the employe "if the farmers' bill passes we will have to reduce wages," and to the farmer they will say "if the 'Pinkerton' bill passes we will have to increase freight rates." The farmer and employe are "between the devil and the deep blue sea."—*W. S. Carter in Taylor Texan.*

Those of our friends who are amusing themselves by denouncing the grangers and their attempts to secure justice from the corporations, should make a note of the fact that it was an alliance member who introduced the Pinkerton investigating resolution and who has introduced and is pushing a bill providing for the abolishment of the Pinkerton army.

A number of members have requested us to publish the agreement made between the engineers and conductors in New York some four years ago, in relation to the railway commissionership. We do not know that we can publish it without a partial violation of confidence and will not do so without further inquiry in regard to it, and for that matter we have no copy of the agreement, though we undoubtedly could procure one, and if necessary could give the substance without seeing a copy.

Under the heading of "Who Can They Trust," *The Locomotive Engineer* quotes from the *Railway Service Gazette*:

"If union meetings serve no better purpose than to permit grand officers to come together and form schemes and intrigues, which always result disastrously for the interests of the railway employes, they had better be abandoned. The editor of the *Gazette* honestly believes that the various railway organizations of this country have more to fear from the schemes and intrigues of the officers who are paid to promote their best interests, than from any other source."

They should trust the "Majah," Bro. Hill.

The original order for Time Inspection Service on the Lake Shore and Michigan Southern Railway which required that only high grade 17 jewel watches should be used by its employes, has, for

the benefit of those who do not require such high finish and grade movements, been modified by the late order from that company, which admits the "Anchor" and "John C. Dueber Special" movements, and other movements of a similar grade made by other companies which have heretofore been ruled out. The company state that they will be able to supply the above grades of Hampden movements in limited quantities only.

William T. Coleman, the chairman of the famous San Francisco Vigilance Committees of 1851, 1856, and 1877, in an account of their work which he has written for the *November Century*, refers to the recent lynching at New Orleans, and tells what he thinks the people of California would have done under the same circumstance. They would have organized in full force, he says, formed a court, appointed a judge and selected a jury; called for evidence, analyzed it carefully, put on trial the people who had been discharged by the perjured jury, given the accused good counsel and the benefit of every doubt, and finally would have executed with due deliberation those whom they found guilty.

Burpee's Farm Annual for 1892 is the best and most complete seed catalogue yet published by W. Atlee Burpee & Co., the well-known Philadelphia seedsmen. It is a handsome book of 172 pages with hundreds of life-like illustrations and several beautiful colored plates painted from nature; it is conservative in recommending only the best garden, farm and flower seeds, plants, bulbs, etc., yet is fully abreast of the times—progressive in every department. It honestly describes, with illustrations true to nature, a number of important new vegetables and beautiful flowers, which are now being exclusively introduced by W. Atlee Burpee & Co.

We have received from the publisher, Isaac Doles, Indianapolis, Ind., "The Air Ship Waltz," "The Odd Fellows Grand March," price 40 cents each, and "The Oklahoma Waltz," price 50 cents. The air ship has not sailed much yet, but this waltz will make those who hear it want to sail, and the others are equally good. To introduce them, the publisher will send either for ten cents or the three for twenty-five cents if in the order, you refer to this notice in *THE RAILWAY CONDUCTOR*. "O, Hush Thee My Baby" is a beautiful cradle song by A. T. Cramer, published by Wm. Bader.

The contest over the railway commissionership in New York has been solved by the appointment of Judge Beardsley of Utica and the appointment has been confirmed. It was not expected by any one that with one representative of the railway employes on the board, another would be appointed and it would not be just for them to have it, but they should retain the one place they have and if the employes in the state unite in the matter and carry out the agreement made four years ago, a representative of the employes will be appointed to succeed Mr. Ricard.

A quarter of a century is a long ways in front but only a short distance back, and the person who can look back for twenty-five years without regret, need have no fear for the future. A neat little card with no suspicion of silver about it, brings to us the information that December 30th, 1891, was the twenty-fifth anniversary of the

marriage of Mr and Mrs. John T. Wiseman and we wish to express it as the opinion of THE CONDUCTOR that of all people in "this neck o' woods" there are none who have less reason to regret the past than our old friend John and his wife, and if the heartiest wish of THE CONDUCTOR may be fulfilled, they will, twenty-five years hence look back over another quarter of a century well spent and for which there need be no regret.

To those who are unacquainted with *The New England Magazine*, we wish to suggest that it is a thoroughly American periodical and an excellent companion for *The Cosmopolitan*, with which a large number of our readers have made acquaintance during the past two or three years in connection with THE CONDUCTOR. To those who wish to add the *New England Magazine* to their list, we will furnish THE CONDUCTOR, the *Cosmopolitan*, *The New England Magazine* and General Grant's Memoirs for the small sum of \$6.50, and all will be sent postage paid. Those who have the Grant Memoirs can select either Sherman's, Sheridan's or McClellan's in place of Grant's.

Will Mitchell, our railroad commissioner, is after Bro. Davis again this month, and is right close after him, too. See THE CONDUCTOR.—Neodesha Register.

If Bro. Mitchell don't get any "closer" than he has yet, we will not worry over the matter, even if the *Register* does. An attack that does not need comment to point out its inconsistencies and contradictions will not seriously disturb the equanimity of THE CONDUCTOR, particularly when such attacks are calculated to call from disinterested parties, the opinion that the purpose is to mend political fences. It should be noted that although Bro. Mitchell accuses us of a "hankerin' arter" political office, we credit him with better motives. We might remark *en passant*, that neither does the assertion of Bro. Crouse in the *Register* that he has "marked" us for slaughter disturb our peaceful slumbers.

In commenting on the large number of men injured coupling cars during the past year, over 5,000, the *Indianapolis Journal* remarks:

During last year 369 men were killed outright and 7,841 maimed and mangled while coupling cars on the railways of this country. This can hardly be due to the lack of talent on the part of inventors, for the number of models of couplers is the subject of much facetious remark among railroad men, and it is with the greatest difficulty that the makers secure examination of the contrivances by the proper authorities. It can hardly be that among the many new devices offered none can be found that is an improvement upon the one in general use. The only conclusion to be drawn is that the operators of railroads are too greatly concerned with securing good returns for their investment to give proper protection to their employes.

The *Journal* is right; there are devices that are a very great improvement on those generally used, including the "vertical plane," and we believe the conclusion of the *Journal* is about correct.

One day as a Michigan Central train came rushing up to the station at Ypsilanti, Mich., an old granger, who had been standing on the steps of a forward coach, jumped off backward and went heels over head, turning cartwheels down the platform, until he came in collision with a baggage truck, where one leg caught, turning the truck over on top of him, suddenly ending his acrobatic performance. A sympathizing baggage man who hardly realized where the man came from, rushed to the old fellow's assistance and, as he helped him unknot himself from the truck in-

quired: "Did you come in on that train?" "No; be gosh," said the granger as he clawed after his hat, "I came in just ahead of that train?"—*The Telegraph Age*.

The very fact that such papers as *The Railway Age* are applauding the course of those employés who work politically with the companies, should be enough to set the friends of organized labor to thinking. If it were not so serious it would be laughable to hear such corporation sheets raving about the "uncomplaining suffering" of the poor employés through the "anti-railroad legislation" in Iowa. Such papers go into spasms when some party paper says "some very foolish and hasty things about the employé movement," but when some company gets its employés by the throat and forces wages down to nearly nothing these same papers stand it without flinching.—*Age of Labor*.

We hear of money wasted in various ways, but seldom hear of the great amount that is wasted on the pretense of road making in the United States; Of the great total in both cash and labor that is taken from the people on the pretense of making roads, we believe that nine-tenths and in some cases practically all is utterly wasted. Money enough has been expended so that we ought to have some good roads, but except where nature has provided them, they are extremely few and far between. The League of American Wheelmen are doing good work in their efforts to bring about a reform in the matter of the improvement of roads and they deserve the support of not only those who use the roads, but of those who pay the tax. A recent reprint of articles by prominent engineers in the *Engineering Magazine* which is being issued by the League should be read by every one interested in roads. Information can be obtained by addressing Isaac B. Potter, chairman of committee, Potter Building, New York.

Mr. S——, a chemist of Liverpool, received a bill for the amount of 28s. from Thomas Beecham, St. Helens. Mr. S——, being at the time in pecuniary difficulties, pondered for a considerable time how to meet the demand. At last a bright idea flashed across his mind, and he said, joyfully:

"Yes, I will send Beecham a box of his own pills—he says himself they are worth a guinea a box—and seven shillings in cash."

This he did. In the course of a few days great was the surprise of Mr. S—— to find that Beecham had forwarded the receipt attached to which were the words, "Cash only in future. Thomas Beecham."

In the United States Beecham's Pills are also advertised as universally acknowledged to be "worth a guinea a box"—but that they are for sale by all druggists at 25 cents.

Beecham evidently thinks it best to hedge against such bright fellows as the Liverpool druggist turning up on this side of the water.—London, (Eng.) *Fame*.

For many years we have been liberally patronized by the various branches of the railroad service, and have done all in our power to deserve such patronage. Our efforts culminated in the production of the Wathier railway watch, a watch made by us, sold only by us, and guaranteed to be in every way as represented by us.

In placing this watch before railroad men we know that we are giving the fraternity a good re-

liable watch at a very low price, it is in every way adopted to their wants, it will bear the most critical and severe inspection from any railroad inspector. The qualities we claim for our Wathier watch have been thoroughly tested, and the fact that nearly 5,000 have been sold and no complaint entered is a sufficient guarantee that the watch is just the right thing in the right place. From an experience of nearly a quarter of a century in the watch and jewelry business, we can safely qualify the watch as being the very best and the lowest in price of any reliable watches placed before the railroad fraternity.

JOS. P. WATHIER & Co.

Within the past two weeks some of the imaginative gentlemen who prepare matter for the press, have compelled the conductor of a passenger train to run through the train and climb over to the engine at the peril of his life, in order to stop his train on two different occasions, one was in Oregon where the "mad engineer" was the cause, and the other was in Indiana where the engineer and fireman had both deserted the engine. In reproducing these twenty-five year old tales, the gentlemen who get paid for them should remember that conditions are changed somewhat and if they will permit the conductor to quietly apply the automatic instead of making a perilous and hair raising trip to the engine, the stories will find readier credence.

In this number appears the advertisement of a little book that ought to be studied by every railway employé in the United States; it costs but fifty cents, but if it could not be obtained for less, it would be well worth ten dollars to any employé. It is *Progressive Examinations of Locomotive Engineers and Firemen* by John A. Hill, the well known editor of *Locomotive Engineering*, formerly the *Locomotive Engineer* and who, before becoming a quill-driver, was an engine driver on the Rio Grande. Conductors and brakemen should not pass it by thinking from the title that it will only interest men in front. The brakeman or conductor who will study the book and not admit that he is benefitted thereby, is out of place; he should be a general manager or a farmer.

We are in receipt of a clipping from a paper published in San Antonio, Texas, which seems to be called the *Weekly Chronicle* which denounces the executives of the different organizations and accuses them of having "sold out" to the Aransas Pass railway company. Judging from the attempt of this paper to influence its readers to condemn Clarke and other officers for performing their duty and for upholding laws they have sworn to obey, it should change the second vowel in the first word of its title. Damning the officers, calling them "worse than the scabs" and accusing them of sacrificing the men, may kick up dust enough for a time to obscure the facts but it will not be for long and those who precipitated the trouble cannot thus relieve themselves of the responsibility for their hasty, ill advised and illegal actions.

The New York assembly has passed an anti-Pinkerton bill. Such a bill is pending before the Iowa legislature but between the opposition of the railroads on one hand and the antagonism that the Railway Club has made on the other, it is very doubtful if that or any other legislation of

benefit to employes can be enacted. Heretofore there has been no trouble to find willing and hearty aid among the members who represent farmer constituencies in the Iowa legislature and who compose a majority of the house, but it is now difficult to find any willing to even introduce bills by request and it now seems that Iowa is to have a repetition of the Kansas experience. Railway employes have antagonized the farmers without rhyme or reason and as a consequence they will be left "holding the bag."

Readers of this magazine who happen to come across any old or curious coins should write to Mr. W. E. Skinner, Coin Broker, 325 Washington street, Boston, Mass., enclosing 10 cents for his new, complete Coin Manual, which gives a list of over nine hundred dates and varieties of coins with prices paid by the above named dealer. A great many railroad men as well as members of their families have secured from a few cents to many hundreds of dollars in premiums on coins dated prior to 1871, some of which are valued as high as \$1,200 apiece. There is no business in which the chance of getting rare coins is better, and those who keep their eyes open cannot fail to reap a rich harvest. Mr. Skinner does the largest business of this kind in America, and is honest and reliable. His Coin Manual, although costing but 10 cents (silver or stamps) is well worth as many dollars to every person who gets one. Read his advertisement in this issue.

We present in this issue, the advertisement of Rigger & Holbrook, of Portland, Oregon, who introduce to our readers the new addition to Portland, Irvington Park. The writer has never had the pleasure of visiting Portland and cannot speak from personal inspection, but it is a well known fact, that the growth of Oregon and Washington within the past few years has been marvelous and still continues without abatement and it is apparent to the most casual observer, that Portland, the chief city of that section, offers inviting opportunity for investment. We are aware that, from experience, many people are extremely slow to heed any such offers as those made by this firm and it is a fact that a great many people have been swindled by unscrupulous and dishonest persons who have made generous promises with no intention of fulfillment but we can recommend Messrs. Rigger & Holbrook as not of this class but an honest reliable firm whose representations may be relied upon.

A recent number of the *Railway Age* assails the Kansas Commission for ordering a slight reduction in rates on some classes of freight and says "no one has shown more clearly than the Kansas commissioners themselves, that the railways operating in the state are not making any excessive revenue, and this reduction seems indefensible." This seems to us to be the height of ingratitude on the part of the *Age* after the aid one of the commissioners has given it in proving (?) that farmer legislation was confiscating and ruining the railways and that any employé or representative of employes who fails to lift his voice in condemnation of any regulation, is a traitor to the cause. We congratulate Bro. Mitchell though on his conversion to the idea that possibly, once in a great while, a little regulation does not come amiss. The *Age* advises the companies to resist

and fight it out in the courts and it is by following such advice as this, that the companies make their own path thornier than it would otherwise be.

The express companies are making an effort to crush out the organization of the messengers. By a vigorous effort they may be able to postpone it, but they cannot prevent it, and the delay caused by persecution will only tend to make the organization more radical later on. Corporations do not seem to profit by past experience, or the express companies would endeavor to promote friendly relations with their employés, rather than enmity. In marked contrast to the action of the majority is that of Superintendent Fuller, of the Pacific Express at St. Louis, of whom the following statement is made: "Division Superintendent Fuller, of the Pacific Express, with headquarters at St. Louis, on Saturday called a number of messengers into his office and asked them if they were members of the brotherhood. About half of the number admitted that they were, but stated that when they became members it was distinctly understood that the organization was of a mutual character, to aid each other in sickness or when out of a job, and that whenever they found that it has other objects in view, such as demanding more wages, they would withdraw their membership. After hearing what they had to say, he told them to go about their business, saying they would not be disturbed; that the men should have organized such association twenty years ago. It is stated, however, that the organization has but few members west of St. Louis or Chicago."

The *Age of Labor* has no intention of taking up the issue with Mr. Mitchell, but there is one expression in his letter which challenges protest. He declares that when employés unite with farmers to oppose the corporations it is "rank treason to those who furnish us the means of earning a living." Such a sentiment as that must stir the soul of every manly toiler to indignation. Furnish us the means indeed! Who furnishes the corporations the means to earn their dividends? Are we a whit more dependent upon them than they are upon us? How long can they do business without us? How much are their engines and cars and ties and rails worth without us? Not a single nickel. Let labor entirely abandon any road and it would be as absolutely worthless as though it rested on the bottom of the Atlantic ocean. Capital does not furnish labor the "means." Nature furnishes it. The soil, the air and the water are the factors which multiplied together give life, and whatever there is on this earth beside these three things has been put there by labor—everything from pins to palaces. Furnish us the means! How long, in heaven's name, will labor continue to fall upon its knees in the dust of humility and thank capital for graciously allowing it to live—allowing it the right to work—a right that belonged to labor before capital was born.—*Age of Labor*.

The *Social Economist* for January contains an article on the Economic Distribution of Earnings vs. Profit Sharing, by Alfred Dolge, who has, and we believe he was the first to do so, practically demonstrated the advantage of what has been generally termed profit sharing, but which Mr. Dolge insists is not profit sharing but an economic distribution of earnings as between the employer and employé. He says: "In truth I am not

more in favor of profit sharing as generally understood, than I am of socialism." This would certainly sound strange and radical without explanation, but Mr. Dolge goes on to say, "My objection to profit sharing is that it is based upon no economic principle; it is at best an arbitrary makeshift, which, without determining to whom profits belong, proposes simply to divide them between capitalists and laborers for the sake of harmony. Now profits either belong to capitalists or they do not. The proposition to share them with laborers logically implies either that they do not belong to the capitalist or that he is making the laborer a present. If they do not belong to the capitalist, the socialists are right in demanding that he should not have them, and if they do belong to him, then to share them with the laborer is simply an act of philanthropy. Intelligent laborers are as much opposed to receiving charity as they are to being deprived of their earnings by capitalists, and properly so."

Mr. Dolge's plan of distribution, is, first the provision of an insurance policy for every employé, giving \$1000 insurance for each five years' service until the amount reaches \$3,000, and second, the maintenance of a pension fund by which any employé who is disabled from work, either by accident or old age, is paid 50 per cent of the wages he was earning, and after ten years's service, the amount is increased 10 per cent for every three years, until it reaches the full amount. An account is kept in each department of the cost of raw material, etc., and at the end of the year any profit resulting directly from the investment of capital or that can be shown to be due directly to the management of capital is credited to the employer, while if any workman introduces any improvement the net profit resulting is placed to his credit, and in like manner, if a profit is shown to arise from additional care or economy of the workmen in any department, they are given the benefit of it. The article is one that will repay a careful perusal.

1867 to 1892.

Twenty-five busy years,
Filled with hopes, joys and fears,
Also some smiles and tears,

Have we walked together,
Our bonds not confining,
Our sun often shining,
Our clouds silver lining,

To-day all clear weather.

If unmarried, meet us;
If married, then greet us;
If alone, don't cheat us,

By sending your "regrets."
Come see, and then confess—
We hope you can't do less—
"Marriage is a success."

If each but self forgets.

S. E. & E. A. FARNHAM.

The writer is of those who are compelled by circumstances to disregard the mandate in the second verse above, and send regrets, though it would be more than ordinary pleasure for us to once again grasp the hand of Brother Farnham and congratulate both himself and Mrs. Farnham on the fact that they have always been able to see the "silver lining" and to express the sincere hope that the "all clear weather" of to-day may continue for the future.



**"Death rides in every passing breeze.
He lurks in every flower."**

Eusbee.

Brother J. T. Eusbee, a charter member and late secretary of Raleigh Division No. 264, has recently met with one of the most severe bereavements that falls to the lot of man, in the death of his mother. The sympathy of a host of friends is with him in his sore affliction. Resolutions of sympathy were adopted by the division.

Butcher.

The remorseless reaper has again entered the ranks of Loyalty Division No. 2, of the Ladies' Auxiliary and taken from their midst one of the most esteemed members, Mrs. Emma Butcher, a devoted wife and mother and a loved and respected friend and sister. The division adopted resolutions extending the sympathy of the members to the bereaved husband and daughter, into the sunshine of whose life so dark a shadow has fallen.

Catherwood.

The Almighty Father has called from this life to a better home, the son of Brother A. S. Catherwood and wife, and left in their hearts a sorrow that time may assuage but never remove until they join him above. Resolutions of sympathy were adopted by Indianapolis Division No. 103 of which Brother Catherwood is a member.

Cronin.

January 22d, there passed from this earth to the other side of the dark river, one of the earnest workers in the Order of Railway Conductors. Brother C. C. Cronin, of Atlantic Division 120, fell from his train, was run over and instantly killed. Brother Cronin was not only a popular and worthy member of the Order, but he was an esteemed friend of all the employes on the C. & E., where he was employed, and he leaves a vacancy in the ranks that it will be difficult to fill. Division No. 221 of the B. of L. E. evinced the love and respect in which he was held by them, by the unanimous adoption of resolutions expressing a sense of the loss to them as well as to the Order, and extending to the lonely widow and fatherless child, their sympathy and aid. Such a kindly and thoughtful expression is not only highly appreciated by the widow and orphan, but by the members of the Order as well.

Dixon.

The home of Brother C. Dixon and wife is bereft of its choicest treasure and a fondly loved son has joined the throng on high. By many a fireside in this broad land, will hearts throbb in sympathy with the bereaved parents, and to many who have sustained such a loss will it bring a remembrance of the agony of parting and add to the feeling for these bereaved parents.

Indianapolis Division No. 103, of which Bro. Dixon is a member, adopted resolutions of sympathy at a recent meeting.

Holmes.

Died, at his home in Oil City, Pa., December 18th, Brother John C. Holmes from paralysis. Brother Holmes was born at Williamsport, Pa., forty-seven years ago, and grew up to manhood in that section. His first railroad work was done there on the middle division of the P. & E. road. During the excitement on Oil Creek he came to this section and for some time had the superintendency of a lease near Pithole. In August, 1866, he became yardmaster at Oleopolis for the Warren & Franklin road, which subsequently became a part of the Oil Creek & Allegheny River road, and is now part of the River Division of the W. N. Y. & P. Road. He subsequently became baggagemaster, then freight conductor and afterward yardmaster for Oil City, which position he held two years or more. He then became a passenger conductor on the Oil Creek Division. For the past seven years his run as a passenger conductor has been on the River Division, from Oil City to Olean. With the exception of the period between 1878 and 1882, when he engaged in business at Bradford, he remained continuously in the railroad business from the time he became yardmaster at Oleopolis until his death. This long period of continuous service makes almost superfluous the statement that he was a man whose judgment and energy could always be depended upon and who was held in esteem both by his employers and his subordinates. He was one of the best known conductors on the road and one of the most popular.

In 1871 he married Miss Irene Hunt, daughter of Mr. and Mrs. W. G. Hunt, who, with one son, survives him, and to whom the sympathy of the community will be extended.

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., MARCH, 1892.

NO. 3.



WE ARE SAILING.

FOR THE RAILWAY CONDUCTOR.

The good and staunch ship, Federation, has been successfully launched and is manned by as true a crew of federationists as ever gave battle in a just and holy cause. We have enlisted for life (or, until the battle is won) and have nailed our flag to the mast head of our noble ship and we are sailing right into the harbors of the enemy. We are sure that our craft can weather all storms and outride all gales and win a victory in the end, and ride safely into port crowned with victory. We are being re-enforced by powerful convoys and they are manned by true and stout hearted men. Soon you will find our flag floating in every seaport city where you hear the whistle of the locomotive engine, and a large force will be sent to every railroad town and city within our broad land. We have a just cause and humanity beckons us on. Upon this great principle we cast our hope, right and justice must and will prevail.

This is figurative but surely it is obvious as showing that the laboring men can only succeed by uniting, and especially is it so with railroad employes. Separated, and each branch and organization of the railroad employes are only pulling themselves apart, but under a proper protective federation they would surely succeed. There must be a unity of action and then we would sail under more auspicious skies, and all concerned be vastly benefited. I say to you, railway employes, there are strong minds and willing hearts enlisting in your cause and that of the labor world. the

humanitarians of the nineteenth century are enlisting under your banner.

Never in the history of our republic has there been such an unrest among railroad employes, so many tramping from place to place looking for work and not getting it; is there no answer to this question? Yes, consolidation of the railway corporation interests. Discharging of one-third of their employes and demanding more hours of work and less pay, this is the reason and under the present system of your organizations you are not going to get redress. First, get strong and your friends will love you more and your enemies will fear and respect you.

Never in the history of railroading has freight been so plentiful at good rates as the year just closed, and all departments show large earnings: both in freights and passengers; dividends are general and large on a 45 to 50 per cent of watered stock. The railroad wreckers, who work to wreck more roads, and the courts ready to help them in their last resort, and yet the railroad employe is working at starving prices and with aid of the Western Union Telegraph Company and the Southern Express Company are doing all in their power to force their men and their families into a life of squalor.

All this comes of capital's perfect organization and labors disorganization. Capital's greedy maw has opened for more money and to get more of what it calls interest or dividends.

And not content with our working at poor pay

crys for more money and makes another slash with its big knife and cuts again a large slice from the laborer's salary. This applies to all the laboring wage earners of our country. Never in the history of this country has capital made such an onslaught on the wage earners in a general reduction of wages as has been done in the last few months. I make the assertion and I challenge a successful contradiction of the fact, namely, at the present rate of reductions of the salaries of the wage earners of America it will reach the enormous sum of \$125,200,000 for 1892. This enormous amount is kept in the pocket of organized greedy capital, no partnership between capital and labor on profit, but when loss comes labor must bear the whole burden. \$125,200,000 less to go to laborers and so much less will laborers have to spend in the markets of this country with the middle-man, and so much less will this retailer have to spend with the wholesaler or jobber, and yet these dupes of corporate capital stand by and see, yes, aid in the destroying of the very class that has made them, but like an ostrich they have stuck their head in capital's lap and think they are safe, and capital the while has their heads covered and his big hand in this ostrich fool fellow's pocket, and yet these two smart fellows can't see why trade is dull, money scarce, the price of raw material low and manufactured goods high and the laborer out of money and out of work, and yet these dupes of capital tell us, "oh, laborers of a country do not amount to anything," and so say our learned judges. They tell us the rights of property were never so well protected as now and the great interest of capital which is paramount to all other issues are perfectly protected. And that judge speaketh the truth, for legislatures, congress and courts are alone made for the rich, a luxury the poor man is not expected to enjoy, and like our brother, Johnny Bull, just across the big water, the rich men of America do not want a yeomanry in this country and will not very much longer tolerate one if they longer control our law making departments. By and by this contented fellow will waken up and see that he is to be shot down the long chute of poverty and misfortune; his good friend, corporate capital, has fleeced him and he will be compelled to move on. Ergo you are now poor and poor you must remain. Now my erstwhile middle-man that you was who so long played second fiddle for capital, you are forced into the labor world to work for a scant subsistence, while the corporate capitalist, the American plutocrat stands quietly by his vaults which are filled to overflowing with gold accumulated by and through oppressive trusts and combines—capitalistic knavery, and thus will the situation

continue just as long as halfway prosperous middle-class men array themselves against the toiling masses and try to gain favor with the oligarchy of American plutocrats. Just as sure as time moves on you, Mr. middle-do-nothing, no-opinion man must go; you may enjoy the glamor for a while but it is not yours for a long period, you will soon bid it good bye. The knaves, the plutocrats, gangreened and full of greed for the almighty dollar will see to it that you give up what you have and leave them the barons in full possession.

Mr. take-the-world-easy says this is an overdrawn picture. Is it? Wait a few years and see, or if you want proof and wish to get into line with the honest masses, just turn backward the pages of American events for the past twenty-five years and see if the events of the past do not lead the thoughtful student of events up to the present reasoning and conclusions.

The great misfortune is that the average American lives in the to-day and does not think of to-morrow, and does not look a few years ahead, and has been quite willing to give the politician (the combines property) a deed and trust upon his political rights and estate and go home satisfied.

Unless you want this to be the land of the laboring slave and the home of the plutocrat the masses must arouse themselves and turn the money changers from their state and national capital, and get back to the days of Washington, Jefferson, Madison and Monroe, honest government and just laws, special privileges to no class, but all for each and each for all. Then will we date a new and prosperous epoch in our government's history.

EXCELSIOR.

Government Ownership of Railroads.

FOR THE RAILWAY CONDUCTOR.

I shall not in this article champion the position occupied by those who have favored government ownership, nor will I make a strained effort to exalt the present relationship that railroad companies hold to the general public. If I have any one object paramount to all others in writing this article, it is to close the breach that a few persons seem willing to open between railroad employees and the farmer. The great firm of Grip, Grind, Gouge & Co. would willingly and gladly see us at war with each other. Aye, would even now rejoice if there was a deadly feud existing between us. So let us be slow to denounce all that is aimed at by the farmers; as being selfish or visionary or even inimical to our interests. But rather "put yourself in his place," and from that

point of view determine the question of the granter's demands. He sells his pork for 3 or 3¼ cents at present. He sells beef cattle from two to three cents per pound. He is aware that consumers (railroad men included) must pay from ten to twenty cents per pound. Who gets the benefits of this great difference in price? The farmer looks to the first hands that receive his products—the shippers; and it is a notorious fact that nineteen out of twenty men engaged in shipping "break up" or fail financially. He looks to the operators of retail meat markets and sees that they are not amassing wealth. Then there remains the great slaughtering firms, such as Armour & Co. and the Transportation Co's. Surely, he reasons, it must be one or both of these, who reap the profits, and who will say that his conclusion is an unwarranted one?

Again, the farmer knows that the people, rather than the corporations build the railroads. West of the Mississippi most of the railroads received land grants that paid the cost of the roads and their equipment. And in many instances paid it twice or three times over, to say nothing of bonds guaranteed by the United States.

The road running from Omaha to San Francisco, sold of land franchises, four times the cost of the road. This land belonged to the people. For the people are the government. The roads that did not receive land grants, both east and west, were for the most part built with the people's money. The plan of operation usually is: First, for a number of manipulators to get together, select a route for a road, then secure a charter. The charter not only makes them a body corporate, but enables them to take the "right of way" for the road bed, on condition of their paying a fair compensation for damage.

Let me here observe, that private property can not be taken *except* for the public good. A strip of land through citizens farms cannot be taken at *any price* for a *private enterprise*. Hence the conditions incorporated in the charter are, that it is to be built and operated in the interest of the public, and not in the interest of a private company.

This is in accord with the rulings of Judge Black, Judge Baldwin and Chief Justice Waite.

Having obtained a charter the next move is to go along the proposed line of railway and get as many as possible to grant the "right of way," free. Also to canvass every town and township along the proposed route to secure stock or to be plainer, those who are doing the manipulating say to each county: "You must raise so much stock or we will take the road further north or south.

Under this incentive the manipulators are

usually able to get promissory notes in payment for shares of stock. Said notes to be paid when the road runs its first train through the county. These promissory notes of farmers and business men are deposited with a loan company as collateral, and the money obtained to build the road bed, lay the track, &c. This done, the next process is to bond the road for all they can get. The stock is now valuable only in that it enables the holders to elect the officers of the road. The money obtained upon the bonds puts everything along the line in working order. Then agents are sent out to buy up this stock taken by farmers and business men. The almost universal price is ten cents on the dollar. This was the rate offered by the C. & E., formerly C. & A., and the T. C. & C., running through this town. Later on some holding C. & A. stock, could only get six dollars on the hundred. And one man told me he sold his hundred dollar share recently for \$2.50.

Now, what I want you to see friends in this is: First, that the people built the railroads. Second, that they are built in the interest of the public, and if not run in the interest of the public, their charters are void. This is true of the roads built by land franchises and those that were not. Now I ask, is it a monstrous idea for the farmer to ask the government to control roads that are strictly public thoroughfares, that were built with the people's land and money?

Besides the government does not need to buy up the \$9,000,000 worth of stock and water, nor does it need to own the roads in any sense, except that in which the postal system is not owned.

The railroads get pay for carrying the mails, yet Uncle Sam says something of how much they shall get for the service. Moreover, Uncle Sam pays those in the mail service full as well for their labor as railroad companies do their men. So government control does not argue against fair wages to employes.

Let us view another phase of the railroad question: In continental Europe the railroads are wholly or partly owned by the ^{several} governments, and the government roads there not only have a much lower rate of tolls than our private corporations, but the *actual* cost per mile of those roads was double the average cost of railroads in the United States. In Australia the tolls are only about one-sixth what they are in the United States. Yet wages of employes are comparatively as good as here. And certainly as good as they would be under private control.

In India, where, as Frank Carpenter the traveler tells us, we have the best roads and the finest equipment in the world; where every depot along their lines will compare with the New York Cen

tral in New York City, they will carry passengers 36 miles for what in America we can travel one mile.

Notwithstanding what I have written, I will not maintain, that we ought to have government ownership of railroads. But in view of what I have set forth, as well as also the fact, that the added wealth of the nation is annually centralized in railroad magnates coifers, together with the fact, that no one class contributes so much to the annual production of wealth, as the agricultural class, I want to ask you to "put yourself in his place," and say, whether he is selfish, sordid or exacting.

The most we have a right to expect as railroad employes, and the most the farmer has a right to expect is, that legislation in the state and in the nation, shall work out "equal and exact justice to all men and special privileges to none."

I am opposed to the cry of "down with the railroads," yet I am thoroughly convinced that the battle to be fought, that we may maintain our rights, is not a battle of producers and consumers, but is a battle of labor against capital. Thus far victory has been in favor of capital, and each succeeding year sees the capitalist in a more favorable position to absorb the earnings of labor, and labor in a less favorable position to secure its just rewards.

Producers are not prospering at the expense of consumers. On the contrary, when the producer prospered the wage earners also prospered. Of capital alone can it be said, that these are prosperous times. There was never a time in our past history when we were making millionaires so fast as at present. Neither is there on the face of the globe, another country where the earnings of the whole people is centralizing in the hands of the few so rapidly as in the United States.

In conclusion let me say, that in our lodge rooms we must discuss these political questions; not in a partisan sense, but with a willingness to know the truth.

Moreover, let us not object to discussions because the party we are affiliated with may sometimes need reproof, but hold our interests as a class above any and all parties, and work together for our own good, the good of our families and our homes.

N. R. PIPER,
Kenton, O.

Railway Employes and the Farmers.

Railway employes have been quick to see the advantages of organization but slow to secure any benefits by political unity. It is probably for this reason that the employers have found it so easy to use them to promote corporation interests in

political movements. It is a common thing for corporations to promote corporate interests by using one faction of labor against another, to the end that the whole labor movement may be retarded, and the corporations have precisely the same object in view when they endeavor to create antagonism between the farmers and the employes by the formation of employes' clubs to oppose those who threaten the political welfare of corporation interests.

Of course the corporation tries to make the employe believe that in helping the company they help themselves. It is argued that any legislation detrimental to the company will compel the company to pay less wages. This is the merest absurdity. If the net earnings of a road increases twenty per cent. does it raise your wages? Can you point out to a case where the falling off of earnings twenty per cent., or to any degree, led to a reduction of wages? Are there not roads in this country operated at a loss, and don't they pay just as good wages as those earning millions a month? The fact is that any legislation affecting earnings has not a feather's weight of influence on wages. A company does not pay employes according to its receipts, but pays what it is obliged to pay to get the work done. There are roads in Pennsylvania paying about half the wages paid by those in the Rocky Mountain region. But the earnings of the Pennsylvania enables it to pay just as much as the Denver & Rio Grande, if it chose to. If something occurred to cut the net earnings of every road in the country down one-half it would not be felt by employes. To be sure it would be made the excuse for an attempted reduction, just as every other pretext is that can be found, but it could not be accomplished so long as labor organizations exist, and if they did not exist wages would go down instantly without any pretext being needed.

It seems strange that the employes, who are always on guard against corporations stealing a march in the question of wages, should be so willing to give them political assistance when they know perfectly well that the corporation influence and the labor influence is eternally and irrevocably at war in all of the state legislatures. Why should we expect the repeal of conspiracy laws and obnoxious co-employe laws when we are so short-sighted as to turn our political influence over to the enemy? It may be argued that we can oppose the farmers only when they want laws restricting the rates and will work with them on other questions. But why should we expect help unless we give it in return. The fact is that both the farmer and the

employé are oppressed. And let us be honest enough to admit the truth—that the farmer is oppressed the more. These two classes of labor can assist each other by legislation for mutual advantage and they should not allow the common enemy to trick them into antagonizing each other. on the contrary, there should be a movement toward unity. The next few years is destined to be prolific of political upheavals, and when things are settled into order again there will be a solidly united labor party—or none at all. Every branch of organized labor will be solid unity, or else will cease to exist as organized labor. Capital will never willingly yield any of the many laws now in its favor, and when labor once fully understands the remarkable benefits it would receive by the change it will no longer patiently endure them. A tremendous political struggle is the certain result, and unless labor is willing to be defeated it should look well to the issue. When it comes the farmers will hold a resistless power. Their interests are nearly identical with ours and there should be harmony between us.—*Age of Labor.*

The Traveling Passenger Agent.

Bill is a topical T. P. A., representing a Western line;

He rides on the railroad cars all day, and distributes folders fine;

He grasps each agent by the hand, with a grip chock full of vim,

And anxiously asks about his health and makes a heap of him.

To-night he'll spend the evening at the city called Skedunk;

He'll hustle up to the Union House and secure himself a bunk;

And then he'll see the Agent—Sam Sandy is his name;

They'll rope in some of the village boys and have a little game.

On Tuesday William visits old man Smith at Reubenville;

He has to go to church with Smith—Smith's a religious pill;

And Smith has got a party to give some Western road,

So William dons a religious look and carries a gospel load.

Bill hasn't seen Johnson for some time, so he calls there Wednesday night,

"Johns" gives his usual song and dance "Commissions are too light!"

He says: "Some opposition line—I won't say just which one,

Is paying the boys a dollar cap, which catches them every one."

Then Billie goes to Watertown to put up Thursday night;

There's a dandy lot of fellows there, and the hotel is all right.

He goes to see the Dutchman who keeps "Milwaukee cool,"

And has a regular German lunch and plays a little pool.

On Friday Bill is tired out, and his finance is low down;

So he goes to Mexico to stay—a quiet little town; And goes to bed at eight o'clock, and don't get up till nine,

And he lands at home on Saturday, flat broke, but looking fine.

And now, my friend, it's plain to see the life of a T. P. A.

Is a regular carnival of fun, a joyous roundelay, And all in the world he has to do, to write his title clear,

Is to hold his own at poker, pool, religion and drinking beer.

—*A Roundelay on the Rail.*

THE TRUE THEORY OF CUSTER'S LAST BATTLE.

A Thrilling Article Which Attempts to Settle the Controversy.

The January *Century* contains a profusely illustrated description of "Custer's Last Battle" by Captain Godfrey, the commander of a troop under Custer. From it we quote the following: "The accepted theory for many years after the battle, and still persisted in by some writers, was that Custer's column had turned the high bluffs near the river, moved down the dry (Reno's) creek, and attempted to ford the river near the lowest point of these bluffs; that he was met there by an overpowering force and driven back; that he then divided his battalion, moved down the river with the view of attacking the village, but met with such resistance from the enemy posted along the river bank and ravines that he was compelled to fall back, fighting, to the position on the ridge. The numerous bodies found scattered between the river and ridge were supposed to be the first victims of the fight. I am now satisfied that these were men who either survived those on the ridge or attempted to escape the massacre.

"Custer's route was as indicated on the map, and his column was never nearer the river or village than his final position on the ridge. The wife of Spotted Horn Bull, when giving me her

account of the battle, persisted in saying that Custer's column did not attempt to cross at the ford, and appealed to her husband who supported her statement. On the battlefield, in 1886, Chief Gall indicated Custer's route to me, and it then flashed upon me that I myself had seen Custer's trail. On June 28, while we were burying the dead, I asked Major Reno's permission to go on the high ridge east or back of the field to look for tracks of shod horses to ascertain if some of the command might not have escaped. When I reached the ridge I saw this trail, and wondered who could have made it, but dismissed the thought that it had been made by Custer's column because it did not accord with the theory with which we were then filled, that Custer had attempted to cross at the ford, and this trail was too far back, and showed no indication of leading toward the ford. Trumpeter Penwell was my orderly and accompanied me. It was a singular coincidence that in 1886 Penwell was stationed at Fort Custer, and was my orderly when visiting the battle-field. Penwell corroborated my recollection of the trail.

The ford theory arose from the fact that we found there numerous tracks of shod horses, but they evidently had been made after the Indians had possessed themselves of the cavalry horses, for they rode them after capturing them. No bodies of men or horses were found anywhere near the ford, and these facts are conclusive to my mind that Custer did not go to the ford with any body of men.

As soon as Gall had personally confirmed Iron Cedar's report he sent word to the warriors battling against Reno, and to the people in the village. The greatest consternation prevailed among the families, and orders were given for them to leave at once. Before they could do so the great body of the warriors had left Reno, and hastened to attack Custer. This explains why Reno was not pushed when so much confusion at the river crossing gave the Indians every opportunity of annihilating his command. Not long after the Indians began to show a strong force in Custer's front, Custer turned his column to the left, and advanced in the direction of the village to near a place now marked as a spring, halted at the junction of the ravines just below it, and dismounted two troops, Keogh's and Calhoun's, to fight on foot. These two troops advanced at double time to a knoll, now marked by Crittenden's monument. The other three troops, mounted, followed them a short distance in their rear. The led horses remained where the troops dismounted. When Keogh and Calhoun got to the knoll the other troops marched rapidly to the right; Smith's

troops deployed as skirmishers, mounted, and took position on a ridge, which, on Smith's left, ended in Keogh's position (now marked by Crittenden's monument), and, on Smith's right, ended at the hill on which Custer took position with Yates and Tom Custer's troops, now known as Custer's hill, and marked by the monument erected to the command. Smith's skirmishers, holding their gray horses, remained in groups of fours.

"The line occupied by Custer's battalion was the first considerable ridge back of the river, the nearest point being about half a mile from it. His front was extended about three fourths of a mile. The whole village was in full view. A few hundred yards from his line was another but lower ridge, the further slope of which was not commanded by his line. It was here that the Indians under Crazy Horse from the lower part of the village, among whom were the Cheyennes, formed for the charge on Custer's Hill. All Indians had now left Reno. Gall collected his warriors, and moved up a ravine south of Keogh and Calhoun. As they were turning this flank they discovered the led horses without any other guard than the horse-holders. They opened fire upon the horse-holders, and used the usual devices to stampede the horses—that is, yelling, waving blankets, etc.; in this they succeeded very soon, and the horses were caught up by the squaws. In this disaster Keogh and Calhoun probably lost their reserve ammunition, which was carried in the saddle-bags. Gall's warriors now moved to the foot of the knoll held by Calhoun. A large force dismounted and advanced up the slope far enough to be able to see the soldiers when standing erect, but were protected when squatting or lying down. By jumping up and firing quickly, they exposed themselves only for an instant, but drew the fire of the soldiers, causing a waste of ammunition. In the mean time Gall was massing his mounted warriors under the protection of the slope. When everything was in readiness, at a signal from Gall the dismounted warriors rose, fired, and every Indian gave voice to the war-whoop; the mounted Indians put whip to their ponies, and the whole mass rushed upon and crushed Calhoun. The maddened mass of Indians was carried forward by its own momentum over Calhoun and Crittenden down into the depression where Keogh was, with over thirty men, and all was over on that part of the field.

In the mean time the same tactics were being pursued and executed around Custer Hill. The warriors, under the leadership of Crow-King, Crazy Horse, White Bull, "Hump," and others, moved up the ravine west of Custer's Hill, and concen-

trated under the shelter of the ridges on his right flank and back of his position. Gall's bloody work was finished before the annihilation of Custer was accomplished, and his victorious warriors hurried forward to the hot encounter then going on, and the frightful massacre was completed.

Smith's men had disappeared from the ridge, but not without leaving enough dead bodies to mark their line. About twenty-eight bodies of men belonging to this troupe and other organizations were found in one ravine nearer the river. Many corpses were found scattered over the field between Custer's line of defense, the river, and in the direction of Reno's Hill. These doubtless, were of men who had attempted to escape, some of them may have been sent as couriers by Custer. One of the first bodies I recognized and one of the nearest to the ford was that of Sergeant Butler of Tom Custer's troop. Sergeant Butler was a soldier of many years' experience and of known courage. The indications were that he had sold his life dearly, for near and under him were found many empty cartridge shells.

All the Indian accounts that I know of agree that there was no organized close-quarters fighting except on the two flanks; that with the annihilation at Custer's Hill the battle was virtually over. It does not appear that the Indians made any advance to the attack from the direction of the river; they did have a defensive force along the river and in the ravines which destroyed those who left Custer's line.

There was a great deal of firing going on over the field after the battle by the young men and boys riding about and shooting into the dead bodies.

A Dream.

BY S. E. F.

A terrible thing it was to me
As vainly peering I tried to see
Outlined a form the stream had swallowed
From my vision, and while I followed
Its winding course searching and groping
Against eyesight foiled, I kept hoping
A sight of the loved form would greet me,
Protesting "the stream could not cheat me
From once more gazing upon the features,
To me, the dearest of God's creatures."

Though the vital spark had left the shell
It seemed my agony must compel
The waters to yield to me its prey.
Failing in this I resolved to stray
Along its banks till all hope had fled
Of recovering my precious dead;
And when convinced this I could not do

I declared "the stream should take me too,"
"Since my loved one did disappear"
"So would I, too, having no hope here."

Standing upon its brink I would dare
To welcome death in my great despair,
Life, now, for me had no incentive,
Death without faith, had no preventive,
Naught in life, now, was there one to keep,
I approached the bank to take the leap,
While looking to find the deepest place
My eyes beheld the familiar face
Next to my own, *never in the stream,*
Was it pillowed, thank God! a dream.

In the hereafter when we awake
Shall we find we've made a like mistake?
This life so real to us now may seem
Then, to have been but a passing dream,
Our lack of faith here may be our pride,
Future life we may have oft denied,
Mourned lost ones in the stream of time,
Held their memory in love sublime,
Listened and hoped from them to hear
But never do when they disappear.

Because "no sign" to us is given
Despair has often sore hearts riven,
Disdaining life, which us so deceives,
And its illusions, which us so grieves,
We turn to death, seeking for that rest
Life gave us not, its failure confessed,
When we shall in that "likeness awake."
And see lost loved ones, and our mistake,
Eternity then too short will seem
In which to thank God life was a dream.

Another Columbian Discovery.

There is another quadri-centennial to be celebrated in 1892. Quite an important one, too, and Christopher Columbus is to be credited with another discovery, the results of which have been in no small degree beneficial to mankind. It was but natural that in discovering America, he should find new habits, customs, foods and drinks, and therefore it is a matter of more than ordinary interest, at this particular time, to note the fact that Columbus discovered the use of Cocoa as a beverage. The Indians taught him how to prepare it, and he brought the knowledge home to Spain. The process of manufacture of this excellent article of diet has been wonderfully improved during the past twenty-five years and has reached its perfection in Van Houten's Cocoa. This preparation, manufactured at Weesp, Holland, is the original powdered Cocoa and a comparison will very soon prove the fact of its great superiority over all other cocoas. The peculiar

advantage of Van Houten's is that while eliminating the excess of fat, it increases by 50 per cent the solubility of the flesh-forming elements; thereby highly developing the digestibility, strength and natural aroma of the cocoa. This product has been so thoroughly introduced in this country, that it can be obtained anywhere of all first-class grocers. The public are cautioned in regard to this (as also in regard to all other excellent preparations of any sort which have been successfully advertised,) against the prevalent habit of some dealers of substituting some inferior article for the thoroughly reliable one, so well known or thought of as to be inquired for.

A Death Preserver.

Written for THE RAILWAY CONDUCTOR.

Most people are familiar with the use of that valuable little device, the life preserver; but in view of the alarming increase of "Enoch Ardens" male and female, I venture to assert that what this country needs most—next to the completion of the "Keeley Motor" is a death preserver. "Once dead always dead" is a motto which should be artistically worked on card board and hung over the mantel of every well regulated family. To illustrate the point I will relate a little story. Mr. Alonzo Brown was a well-to-do citizen of New York, and one day while engaged in the dangerous occupation of dictating to his type-writer, the fire department rang an alarm. Citizen Brown counted the strokes of the bell, and knew instantly that his, or some adjoining residence, was the scene of the conflagration. With the speed of a messenger boy he rushed out of his office and chased a street car two blocks before he discovered that it was going in the wrong direction. Quickly recovering his senses, but not his temper, he caught on to a passing hose cart and was soon landed at the fire plug, about three blocks from his burning residence. Rushing frantically among the crowd of excited spectators, he began an anxious search for his wife and child, whom he had left at home but a few short hours before. His search was in vain, no trace of them could be found. His home was a mass of smoking ruins. Completely upset by the great calamity which had befallen him, and fearing that he might be called upon to complete the payments on his furniture which he had purchased on the installment plan, he took the first train to Chicago, there to assuage his grief in lake water and other stimulating beverages. After his sorrow had been sufficiently immersed for all practical purposes he cast about for some way to retrieve his fallen fortune. He resolved to become an author; so, taking his type-writer in hand he soon threw off a few dozen volumes after the style of "The Pinkerton Detective Series" which found a ready sale among the *elite* of the great metropolis. Finding himself in possession of great wealth his *entree* to society was assured. He soon became enamored of Mrs. Sophia Porcenine, relict of the late Amos Porcenine Esq., a wealthy packer. After a brief but business-like courtship their engagement was publicly announced, and the wedding day set for December 24th. The readers who follow this story will see that it was a chilly day when Brown got left. The friends of the happy couple were on hand at the appointed hour to witness the surgical operation of making two hearts beat as one. Just as the minister was about to ignite the

The Rumble of the Train.

Don't you like to hear the rumble of the swiftly moving train?
It proves a real protection from the vulgar and the vain.
The rolling of the car wheels makes noise enough to drown
The sayings of the greatest pests a man e're meets in town.
The dear old sage who wants to tell of the good that he has done,
The dull rude man who wants to speak of all "his sort of fun:"
The old maid talking of her charms—in fact she's rather plain.
All these are lost, and lost complete, in the rumble of the train.
You sit and ponder on your life and things that now are past,
Of sorrows dead; and pleasures, too, that sadly could not last;
The hearts desires accomplished, as well as hopes now slain,
In these you find enjoyment through the rumble of the train.
The evening shadows falling or the rising of the sun,
The mem'ry of the day that's past, or hope for days to come,
The happiness or sorrow, by sunshine or by rain,
You find the same sweet pleasure in the rumble of the train.
And when this life is ended and we turn at last to rest
We'll take unto ourselves the crown—that goes to all the blessed
And we'll end our life's long journey with remembrances again
That our thoughts were always pleasant in the rumble of the train.
—*Bucyrus (Ohio) Evening Telegraph.*

torch which was to light two souls along the devious pathway of matrimony, there was a great commotion in the audience and a woman with a child in her arms and another clinging to her skirts, commanded that the ceremony should not be performed. Brown reluctantly recognized the woman as his wife whom he supposed was accidentally cremated in New York several years before. When the merry chimes were ringing next day Mr. Brown was basking in the smiles of his original wife, and as he listened while she told him how on the day of the fire, "She had just ran over to Mrs. Green's for a little while to look at a new dress pattern," he prayed silently but fervently that some genius would invent a death preserver.

P. S. The typewriter whom Brown so unceremoniously left in New York, married a meek and lowly book-keeper, and now she does the dictating herself. L. W. CANADY.

Where Ignorance Was Bliss.

"Large Shipper," "Regular Patron" and "Commuter" are characters specially privileged to criticize and condemn the actions of all railroad officers—just as "Old Subscriber" and "Mr. Constant Reader" are allowed to harass the soul of the editor, not to say the readers.

Some men delight in "making things hot" for the railroad officials who won't run the road for the special benefit of the individual kicker. One of their pet plans is to stir up public feeling against the road or the offending officer by "putting a piece in the paper."

If the official is indiscreet enough to reply in print, he exposes his abdomen to the vicious but irresponsible stabs from the untrained pen of Mr. Large Shipper, *et al.*

One of these men became very much offended at General Superintendent H. H. Vreeland, of the New York City & Northern. Vreeland had the hardihood to run the road the way he thought best, and not the way the kicker thought best. The kicker called upon Vreeland for an explanation, got it, and then unbosomed himself. But Vreeland still ran the trains as he wanted to.

After numerous protests, letters, calls and petitions, Mr. Kicker sat himself down and wrote a very severe arraignment of the road and its management and published it in the *Tribune*.

It remained unanswered and unnoticed while the trains on the "little Northern" ran regularly. Finally the kicker called on Vreeland again:

"Say," said he, looking pleased, "the people are taking up this fight, it's going to hurt the road; going to ruin it, in fact, when you get everybody to thinking the same something must come. See!"

"Yes, that's so," admitted Vreeland.

"Someone's been writing to the *Tribune* about this road and he hits the nail on the head, according to my notion; of course you've seen it?"

"No. Where did you say it was?"

"In the *Tribune*."

"*Tribune, Tribune*," muttered Vreeland, scratching his chin, "that must be a paper; where is it printed?"

"Why the New York *Tribune*, you know——."

"No," broke in Vreeland, "No, I don't remember such a paper. *Tribune*, let's see. Charley!" calling one of his clerks, "Say, Charles, do you know of a paper called the *Tribune*?"

"No, sir, there's the *Times* and the *Sun* and the *World*; I think there is some mistake about the *Tribune*."

"James!" another clerk appeared, pen in hand, "James, do you know of a paper called the *Tribune*?"

"No, sir, there aint no paper published by that name around here as I know of."

"Never heard of the *Tribune*?" broke in the discomfited schemer.

"No, never heard of it," said Vreeland calmly. "You see we don't care so much for the howling of these little country weeklies, but we'd hate to have anything come out on us right here in town."

The kicker turned and made for the stairs, and it was so quiet that you could have heard a pin drop.

"That worked pretty good, boys," says Vreeland, "now he can't do anything else except grease the track or wreck a train. I guess I'll smoke a cigar—sorry I haven't got three."—*Locomotive Engineering*.

Gave Him a Charm.

Mr. E. E. Clark of Cedar Rapids, Ia., grand chief of the Order of Railway Conductors, was thirty-six years old yesterday, and the members of the Union Pacific grievance committee celebrated the event by presenting him with a Knight Templar watch charm.

The conductors were gathered in the parlor at the Dellone about 4 o'clock and Mr. Clark was called in "on business." Conductor R. H. Crawford of Fort Worth, Texas, a genial, whole-souled man, by the way, stepped forward and made a short but appropriate speech, presenting the jewel as a tangible evidence of the committee's esteem for its chief. For once the grand chief was taken by surprise, but he is a ready speaker and acknowledged the gift in a neat and feeling speech.

The charm is an elegant maltese cross of solid gold, set with diamonds and bearing the Knight Templar emblems. It is inscribed on the back with Mr. Clark's name and address, the date and name of his commandery, Apollo 26. Mr. Clark was formerly a Union Pacific conductor running out of Ogden, and he has given the committee valuable service in revising its schedule, an assistance which the members thoroughly appreciate. —*Omaha Bee*, Feb. 9. 1892.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

The Paean of Peace.

BY ELLA WHEELER WILCOX.

With ever some wrong to be righting,
With self ever seeking for place,
The world has been striving and fighting
Since man was evolved out of space.
Bold history into dark regions
His torchlight has fearlessly cast;
He shows us tribes warring in legions,
In the jungle of ages long passed.
Religion, forgetting her station,
Forgetting her birthright from God,
Set nation to warring with nation,
And scattered dissension abroad.
Dear creeds have made men kill each other,
Fair faith has bred hate and despair,
And brother has battled with brother
Because of a difference in prayer.
But earth has grown wiser and kinder,
For man is evolving a soul;
From wars of an age that was blinder,
We rise to a peace girdled goal;
Where once men would murder in treason,
And slaughter each other in hordes,
They now meet together and reason,
With thoughts for their weapons, not swords.
The brute in humanity dwindles,
And lessens as time speeds along,
And the spark of divinity kindles
And blazes up brightly and strong.
The seer can behold in the distance
The race that shall people the world;
Strong men of a godlike existence
Unarmed and with war banners furled.
No longer the bloodthirsty savage
Man's vast spirit strength shall unfold;
And tales of red warfare and ravage
Shall seem like ghost stories of old.

For the booming of guns and the rattle
Of carnage and conflict shall cease,
And the bugle call, leading to battle,
Shall change to a paean of peace.

—*Washington Post.*

A Song For Father, Too.

The world is better for the songs
That tell of mother's love;
Their sweetest echoes e'er shall float
Around the throne above.
But do you ever pause to think
At eve when work is through,
That zephyrs from the south should bring
A song for father, too.

May summer's choicest petals fall
On mossy banks we know,
To take away the chill we feel
When comes the drifting snow.
Yet while we weep beside the mound
Where sleeps a mother true,
Let grateful teardrops bear to earth,
A song for father, too.

The blades of memory's grass are green
For the hand that smoothed our brow;
We feel again the gentle touch
Where silver mingles now.
Yet when the night bird's saddest notes
Bring thoughts our childhood knew,
Let not the heart forget to sing
A song for father, too.

—*Henry Denver.*

My Happy Home.

Coming home in the cold, grey twilight,
Over the lonesome way,
With heart and brain overburdened
By the worry and care of the day;
Tired from the struggle of living,

And glad for the night to come,
I turn the corner, and there I see
The light of my happy home.

And worry and care forsake me,
And weariness finds its rest;
With quickened footsteps I hurry on
To the place I love the best.
For I know that someone is waiting,
And looking out through the gloom,
Down over the lonesome roadway,
And wishing for me to come.

And hastening on, I remember
The days of long ago,
The golden dreams of my youth-time,
The triumph I was to know.
With fame and fortune to conquer,
And all life's blessings to come;
But the only dream that ever came true,
Is this, my own sweet home.

And what were all the others?
Ambition, and power, and fame;
The wealth of the Indies would leave me poor,
And fame were an empty name,
Without the love of my darling wife,
My baby and my home.
I ask no greater happiness
Than to my lot has come.

What matters a day of labor,
When the rest is sweet at night?
What matters how dark the roadway
That leads to my own home-light?
What matters the wide world's favor,
That never to me may come?
When my wife and babe are waiting
And watching to welcome me home.

—*Christian at Work.*

SISTERS: In reading over all the items in "our department" in the January number, the one "Do Children Pay?" is the one I find nearest my heart, and as I have three boys and one girl this choice seems natural, does it not? But mine have long since grown out of the baby talk I loved so well to hear. I find too, that the mishap of "spilling a bottle of ink," is not the only worry you will have. As they grow older you can't put temptations out of their reach as you could put a bottle of ink on a higher shelf.

If we could only put out of reach that other bottle, the one containing the wine which "biteth like a serpent and stingeth like an adder," how happy we mothers would be. For this dreadful evil not only causes anxiety for our boys but for husbands, brothers and fathers as well. I for my part feel more responsibility for my boys, than for

the others, dear as they are, for is not the moulding of their characters, and managing for them in their early years entrusted to we mothers?

In their "earlier years" did I say, I presume they will never grow so old, but we will feel a certain responsibility for their actions, an anxiety over their undertakings. I am thankful I have never had any of these griefs to bear I have spoken of. But as I look around and see so many young men on the very brink of ruin, I cannot feel otherwise.

I did not start out to go into all the details of the thought, of how good it would be could we lock our doors and keep out everything which annoys us.

But would we be better off if we never had any annoyance? Let me hear the opinions of some of the other sisters on the subject of their children.

BELLE.

DEAR SISTER:—THE CONDUCTOR has not yet made its appearance for February, so I cannot venture an opinion on any of the subjects discussed, but want to tell you of the thing that happened a few days ago, that set me to thinking. Now, "thinking" on some things comes quite natural to the most of us, but when we are awakened to the fact of some new avenue of thought, we emphatically call that "thinking." (that is if we enter it). I have an acquaintance that has for sometime thought much on the "labor question." He says THE CONDUCTOR does not agitate it half enough. And when I went to say something to uphold it, by remarking "it was something a great many, myself included, knew but little about," he cast a look of withering scorn and said: "I am surprised that you, the wife of a laboring man, should be willing to admit such gross ignorance of something that so vitally effects your welfare." After I had recovered my breath, (which I had nearly lost) I ventured to say, I had given it very little thought, because I had considered it as something beyond the control of any. "Yes," he said, "You are willing to sit down like the Israelites and call it all the work of the Lord. No, it is not the work of the Lord, it is man's own selfishness, that has brought it about, that has stifled the love of man to man as his brother, and mounted on the wrecks of others to pinnacles of wealth. Something is plainly all wrong, when a part of the people in our free united kingdom does all the work, and luxury and ease clogs on another's hands or rather on the hands of a proportionately few, and then we each say "but what can I do?" I have said this myself, but now I say we can lift a voice against this unjust mode of doing. Wrongs will never be righted

THE RAILWAY CONDUCTOR.

until a multitude of voices, backed by earnest hearts, make war against them. This is not the only wrong, but never again shall I admit that "it is something I have given but little thought," while a million of men are out of employment, that would be glad to get it at a meagre pay, and several other millions working for mere nothing, a few thousands getting what they really deserve and another few thousand idly rolling in luxury, with time a drag on their hands.

Yours,

INTERESTED.

Gone But Not Forgotten.

It is seldom that death claims a victim whose removal from time to eternity occasions grief so universal and profound within the sphere of their acquaintance, as has the death of Mrs. Emma C. Butcher, wife of conductor Butcher, of the west Iowa division of the C., B. & Q. R. R., which occurred at her late residence in the west part of this city, at 1:35 o'clock, on Monday, January 18, in the 38th year of her age. We feel that it is only just and kind that one who knew her so well in life, should pay a last tribute to her sweet memory, now that she has passed up the beautiful starry heights into a loving, tender Shepherd's care.

Mrs. Butcher will be sadly missed from a large circle of warm personal friends in Creston, while Loyalty Division No. 2, L. A. to O. R. C., will have one chair which will always remain vacant, and the news of her death will be received with sadness and sorrow by the sisters of many divisions in far eastern states, among whom she was known and very highly esteemed, having been a delegate from Creston division to the Grand National Convention in the summer of 1888, at Elkhart, Ind., and how much more than all this will she be missed in her own home circle. It is there where the deepest anguish is seen. It is there where aching hearts can never be quite healed. It is this sad fact which touches the deepest chords of human sympathy. Being a young woman as yet, animated by all the hopes and aspirations of youth, and to leave a devoted husband and little daughter to whom she was most tenderly attached—a most happy family before the invasion of the grim messenger—and we ask ourselves, why must such loving chords be torn asunder?

May God, who tempers the wind and wave
Bring to these hearts his peace and calm.
She sleeps a sweet sleep in the silent grave.
She rests by the sheltering palm.

CLARA B. ROUSE.

Creston, Iowa, Jan. 25, 1892.

COLUMBUS, O., Feb. 6, 1892.

Mrs. N. D. Hahn.

DEAR MADAM: Enclosed please find an article for publication in THE CONDUCTOR and which I trust will find favor in your judgment. It is quite a new departure from the old way to have a lady at the head of the Ladies Department in THE CONDUCTOR and I trust it will prove quite beneficial.

I beg leave to offer my congratulations with best and kindest wishes and a hope that you will find great pleasure in your work.

Sincerely yours in P. F.,

MRS. CHAS. RAGON,

Grand Pres. Ladies Auxiliary.

[We give this "private letter" to our readers to show our appreciation of kindly encouragement.—Ed.]

COLUMBUS, O., Feb. 6, 1892.

Editor Ladies Department:

Time and space forbids a detailed account of my western trip, but I shall beg leave of the readers of THE CONDUCTOR to bear with me in what is my duty to my sisters and brothers, while I pen a few lines of sincere and honest gratitude to those with whom it was my pleasure to mingle.

As I was called to so many places, and met with so many kind and cordial friends, I wish here to thank one and all, and assure them that nothing would afford us more pleasure than to return their kindness by receiving them in my own home at Columbus, Ohio.

It was with many misgivings we set out on our journey, but through a kind providence, we were returned to our home and family well and happy and as a result of our efforts, four new divisions and the assurance of several more in a very short time.

Our first point was Creston, Iowa, where we were pleased to meet with Loyalty Division No. 2 and install its officers for the new year. We were entertained while in Creston at the pleasant home of the chief conductor and his little wife, Brother and Sister Loughridge. And right here I must say for Bro. Loughridge that he is certainly one of the most loyal Order men I have ever met and equally as firm a friend to the Auxiliary. Many thanks to you, Bro. Loughridge, and may providence ever smile upon you and yours.

Our next point was St. Louis, Mo., but before reaching there we were pleased to stop at Kansas City and meet a number of the ladies of that place who are quite anxious to form a division of our Order and will in due time be initiated into our sisterhood. Enroute from Kansas City to St.

Louis we were fortunate in getting aboard Bro. Flory's train and from my pleasant acquaintance with him and his family, will certainly sanction what the ladies of Division No. 11 say, "that he is one of the best men in St. Louis." Bro. Flory is chief conductor of Division No. 3 and also a firm friend to the Auxiliary.

The following day we met with Division No. 11, at St. Louis. Installed its officers and in the evening was treated to a most royal reception, one that will ever be a pleasant recollection.

The following day in company with six of No. 11's good and able women, we started for DeSoto to organize No. 13. This was done on "ahead of time" order. No collisions, however, thanks to the management of Bros. Corneau, Kelly and Turner.

Our next stop was at Burlington, Ia., and while our stay here was brief yet we met a number of pleasant and hospitable people. Leaving here in company with Mrs. J. W. Laverty, we were landed safely in the neat and pretty little city of Cedar Rapids. In a short time after our arrival here we found ourselves at the offices of Order of Railway Conductors. We were quite disappointed at not meeting the grand chief conductor, Bro. Clark, but the grand secretary and treasurer, Bro. Daniels, was so cordial in his reception of us that we almost forgot we had been treated to a disappointment. From present indications we think it will not be long ere we can boast of a division at Cedar Rapids.

We next found ourselves at Ottumwa, Iowa, and here with the able assistance of Sisters Dill and Loughbridge of Creston, we soon had division No. 14 full-fledged and well officered. Many thanks to the brothers here also. The chief conductor, Bro. West, doing the honors grandly. Galesburg, Ill., was the next stop on our line and here as before we found the kindest and best of friends, and I am safe in saying that Division No. 15 installed here the next day after our arrival will surely meet with unbounded success if the brothers have their say. Bro. O.N. Marshall, C.C., spared no pains to make their launch in the "sea of secrecy" a glorious one and we hope the "sailing" will prove equally as good.

To Bro. and Sister Marshall, Bro. and Sister Davidson, the hospitality of whose homes we enjoyed, we say thank you, with a wish to ever claim your friendship.

According to arrangement we reached Huntington, Ind., in time to install Division No. 16 with a charter list of twenty-three. This indeed speaks well for the ladies of Huntington and we wish you God speed my sisters. On arriving here we were more than happy to meet two of the ever

and always ready workers of Banner Division of Toledo, O., Sisters McMillan and Prince, who ably assisted us in our work.

While this was the last division installed on our trip yet the good work is still going on as Division No. 17 will be organized at St. Joseph, Mo., Feb. 9th by Sister Loughridge of Creston.

In conclusion I must again thank one and all, especially the chief conductors of the different divisions where it was my pleasure to stop and by no means forget Sister McMillan of Toledo and Sisters Shultz and Brown of Elkhart. These are all old time tried sisters of the Auxiliary whose labors for its welfare have been deeply appreciated by your sister in P. F.

MRS. CHAS. RAGON,
Pres. Ladies Auxiliary.

Editor Railway Conductor:

If you have not already received word from Logan Division 110 from its regular correspondent would you please add a few lines in the Ladies Department for the wives of that division.

On Jan. 20, the wives of the O. R. C. with the assistance of their children gave one of the most successful entertainments given in Logansport by any railroad Order. It was in the form of a "Corn Carnival" and Ball. The carnival being in charge of the children.

They represented Dr. Aldiboronteposcophornio, the most famous corn doctor. He was represented by thirty of the most popular Pan-Handle men on the road. The names were represented on banners instead of in words.

The wives gave the supper. There were three long tables decorated in red, white and green.

The table decorations consisted of corn in every form with a large center piece for each table. The red table had a small representation of the old conductors of 1876 in the form of a whole pig with an ear of corn in its mouth. The white table had a small depot made of popcorn representing red key on the Bradford Division. The green table had a large cake weighing about ten pounds with the letters O. R. C. and a lantern made on it. It was given by Messrs. Branon and Murphy.

The carnival and ball was a success in every way as the boys will have something over \$200 left after all expenses are paid.

On the next meeting day they will unveil and hang up in their hall the pictures of all their deceased members which were given to the Order by their wives.

Yours in P. F.,

FREIGHT.

LINES

In Memory of Earnest Marion Hogan.

Farewell my little darling,
Death has claimed thee for his own.
God thought best to take our baby
To his blessed happy home.
We have missed thee, precious treasure,
More than ever tongue can tell,
But we know the God above us,
Ever, doeth all things well.

No one knows how much we missed him,
How our precious baby boy,
Made our home so bright and happy,
Filling every heart with joy.
No one knows how sad and dreary,
Is the home, once filled with light,
Since our darling baby left us
For the world above, so bright.

But there's hope that we shall meet him
In that blest eternal home,
When we hear the blessed tidings
Of the Master saying come;
Then we'll see our darling baby,
Clasp again our little boy,
And with him will raise forever,
Songs of everlasting joy.

MRS. KATE L. HOGAN,
Raleigh, N. C.

There has been but a slight change in the above
to regulate the meter.

Indeed, "tongue can never tell" the anguish it causes us to spare one from the household, and we who have laid away little ones can feel this mother's pain. It is a most precious hope, the hope of meeting them again, though it is hard to take up the thread of life again after so much of the brightness has gone out of it. Yet those who resolutely press earnestly forward with the knowledge that there is yet work for them to do, are the ones that are able to make their grief subservient to good. If, we really trust, that those who have passed out of this state of existence are happier and safer than they were here, we ought to feel thankful more than sad at the change. Not many have been able to do this. But why not? And while there is so much that needs doing, let us choke down our own grief as often as possible, and go forth with words of sympathy to those that have perhaps a greater burden to bear than we, for after all, a dead trouble is not the hardest to bear always.

Lovingly,
THE EDITOR.

We have here in Marion an association of the

wives, mothers, sisters and friends of the railway employes, called the Ladies' Union R. R. Aid Society. It is a society after my own heart, that is, it embraces the principle and means of benefit that to my mind are just "the things" necessary to an organization aiming to be of practical use to the army of R. R. men, also their families, I have no doubt that we shall meet with unbounded success, and wish that some of the readers of *THE CONDUCTOR* would try it in their places. We have already tied two comfortables, and have had a box of fruit donated, all of which will be sent to the "Home for Disabled R'y Employes at Wilmette, near Chicago. There is no "secrecy" or "membership fees" connected with it. All who wish to aid us are welcome members, and each time of our meeting we take up a "penny collection," which by no means limits the giver to a penny, as nickles, dimes and quarters are not refused. We have had but a few meetings, but have quite a little sum in the treasury, and expect to swell it each time we come together.

I notice by "Interested's" letter, of this issue, that she is somewhat warmed up on the "Labor Question." I think we should all be, but it seems to me that the "lack of care regarding human life," that is so constantly thinning the ranks of our R. R. men, should awaken us all to the present state of affairs, and make us raise one mighty voice, that shall not cease to make its self heard, till R. R. companies are forced to realize that they are dealing with flesh and blood, and must equip their roads to protect their employes. The old saying that "what is everybody's business is nobody's business," seems to be the excuse, the only one they can plead. Let us unite in "one," and make it our special business to see that the criminal neglect of R. R. corporations no longer endanger the lives of those we hold most dear; that is, more than they necessarily are in their otherwise dangerous occupation. Sisters, if you have not read the article in the January number of *THE CONDUCTOR* on "Coupler Legislation," hunt up the journal and read it. It will appall you to read the statements of the loss of life from coupling cars of just one year, and think of the homes made desolate thereby.

Yours,

THE ED.

Dear young friends avoid the first wrong step. Yield not to a single temptation, or you will be less able to resist subsequent ones. If you have already started in the way of disobedience and vice, retrace your steps at once. It will be easier to do so now than at any future time.

Our Sons and Daughters.

"Thank You."

Do any of you (especially of the masculine persuasion) ever stop to think of the many deeds of kindness done by your friends, which you receive thoughtlessly and thanklessly? Using it merely as a "means to an end," and that "end" your own personal pleasure or convenience?

For instance, you are about starting out, when you discover a button loose on your glove or some other trifling repair to be made, do you, when sister or mother leaves their work to sew the button on or to make the necessary repair, thank her? Or do you calmly stalk off, conscious that your apparel is in good order, accepting the service as nothing more than due. Then again, when hurriedly you are leaving the house you call on a younger brother to "just run up stairs and bring you that something you nearly forgot." When he returns, do you even give him a smile and nod in recognition of the favor, or stop to say an earnest "thanks," like the one you are wont to bestow on your esteemed friends of the fair sex? When mother sets before you your favorite dish, prepared at some little expense of time and thought on her part, do you show pleasure by the looks of your face and the tone of your voice as you compliment her on her culinary skill? Or do you eat the delicious morsel as though it were no more than an ordinary thing, and afforded you no more pleasure than the other members of the family, thinking greedily to yourself that you are in luck to-day.

Don't think because this "tirade" is addressed to the men folks that the ladies are always thoughtful in this respect. Recent observation has called forth this essay on men's unthankfulness. Perhaps after I take a little closer view of my own and my lady friends failure in the same way, I shall write that up too.

Yours, a daughter of the O. R. C.,

E. B.

Little Flo's Letter.

A sweet little baby brother
Had come to live with Flo,
And she wanted it brought to the table
That it might eat and grow—
"It must wait for awhile," said grandma
In answer to her plea,
"For a little thing that hasn't teeth
Can't eat like you and me."
"Why hasn't it got teeth, grandma?"
Asked Flo, in great surprise;

"Oh, my! but isn't it funny?
No teeth—-but nose and eyes?
I guess" (after thinking gravely)
"They must have been fordot.
Can't we buy him some, like grandpa?
I'd like to know why not!"

That afternoon to the corner
With paper and pen and ink
Went Flo, saying, "Don't talk to me;
If you do it'll stop my think;
I'm writing a letter, grandma,
To send away to-night;
And 'cause it's very 'portant
I want to get it right."

At last the letter was finished,
A wonderful thing to see—
And directed to "God in Heaven."
"Please read it over to me,"
Said little Flo to her grandma,
"To see if it's right, you know."
And here is the letter written
To God by little Flo:

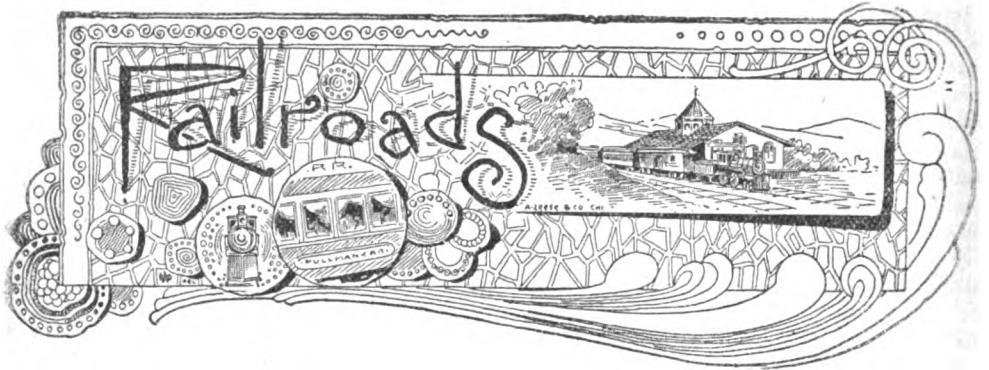
"Dear God—The baby you brought us
Is awful nice and sweet,
But 'cause you forgot his toofies,
The poor little thing can't eat;
That's why I'm writing this letter
A purpose to let you know,
Please come and finish the baby,
That's all. From LITTLE FLO."

—New York Tribune.

The Boys We Need.

Here's to the boy who's not afraid
To do his share of work.
Who never is by toil dismayed,
And never tries to shirk.
The boy whose heart is brave to meet
All lions in the way.
Who's not discouraged by defeat,
But tries another day.
The boy who always means to do
The very best he can;
Who always keeps the right in view,
And aims to be a man.
Such boys as these will grow to be
The men whose hands will guide
The future of our land; and we
Shall speak their names with pride.
All honor to the boy who is
A man at heart, I say;
Whose legend on his shield is this:
"Right always wins the day."

—Golden Days.



Schedule of Wages of T. & O. C. R. R. Co.

IN EFFECT NOV. 1, 1891.

ENGINEMEN AND FIREMEN.

TOLEDO, O., November 1, 1891.

From and after November 1, 1891, the following rules (and rates of wages as per schedule) for enginemen and firemen will be established.

Enginemen running light over road with light engines or with cabooses to be paid same as through freight.

Crews or any part of crews deadheading with caboose on freight or passenger trains, will be allowed half time of through freight.

Enginemen deadheading over road on company's business shall receive one half pay of through freight.

Enginemen suspended shall have time of suspension stated, and if on subsequent investigation found not guilty, shall be paid one half wages they would have earned during time of suspension. The right is granted to select other enginemen to assist in defense when suspensions or dismissals are made. No time to be allowed when men are taken off for investigation, but investigations to be made without unnecessary delay.

Through freight crews will not be run south of Corning except in cases of emergency.

South end crews will not be run to Thurston except in cases of emergency.

The train first in shall be first out.

All train-men will be paid full time when absent from their duties attending court, when summoned by company, and expenses when absent from home.

Over-time to be allowed when trains are more than one hour later than schedule time, or number of hours fixed for trip, on all through freight trains.

Over one hour (1) and not more than one and one-half (1½) late, over-time to be allowed one hour.

More than one and one-half hours (1½) late, and not more than two and one-half hours (2½) late, over-time to be allowed two hours and so on.

Over-time to be allowed on local freight trains when more than three hours late, on same basis as through freight trains, except when three crews are running between Bucyrus and Corning, no over-time will be allowed.

The time on extras to be taken from first through freight schedule running ahead of the extra.

Time to be computed from the time men are called to leave, until relieved at end of trip, or engine delivered on track designated.

No time to be deducted from over-time actually made.

Over-time to be paid monthly same as schedule pay.

Over-time blanks will be furnished all departments.

Employés shall be regarded in the line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility, and length of service.

When an engineman is called for an extra or regular train, at times as notified, and train is annulled; he will be allowed one dollar (\$1.00).

When the presence of an engineman in the freight service is required at a telegraph office or a register station, the fireman (if he has fired one year) be allowed to move the engine, and be held responsible for such movement as is required to save delays, but no switching to be done by fireman.

On Bucyrus and Thurston turn through freight, two hours will be allowed for switching at Thurston, disposing of and making up their train, on over-time basis. No further switching to be required, except in cases of emergency.

Wreck trains to have a conductor, if one can be reached without delay, if not will be run with orders to engineman.

On Alum Creek and Columbus run if crew makes more than one trip on Sunday, or goes east of Alum Creek, one day will be allowed in addition to monthly pay; if only one trip to Alum Creek, no extra time allowed.

On local south of Corning one round trip, one-half day, time six hours, two round trips, one day.

On Buckingham run same as local south of Corning.

On short runs south of Corning, one round trip allowed one-half day.

On short run south of Corning two round trips allowed one day, (if only two trips)

On short runs south of Corning three round trips allowed one day, (full day twelve hours.)

Time allowed for Sunday work for all trains south of Corning same basis as above.

Local freight Thurston to Bucyrus, time to be computed from the time work begins making up train, until relieved at end of trip.

Firemen: Wages of firemen to be 55 per cent of enginemen's scale of wages.

Over-time to be allowed on same basis as enginemen.

No succeeding time table to exceed the average time of Schedule No. 36.

CONDUCTORS AND BRAKEMEN.

From and after November 1, 1891, the following rules (and rates of wages as per schedule attached) for conductors and brakemen will be established.

Through freight crews will not be run south of Corning except in cases of emergency.

South end crews will not be run to Thurston except in cases of emergency.

The train first in shall be first out.

Employees shall be regarded in the line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility and length of service.

Train men suspended shall have time of suspension stated and if on subsequent investigation found not guilty, shall be paid one-half wages they would have earned during time of suspension. The right is granted to select other train men to assist in defense when suspensions or dismissals are made. No time to be allowed when men are taken off for investigation, but investigations to be made without unnecessary delay.

Crews or any part of crews deadheading with caboose on freight or passenger trains, will be allowed half time of through freight.

When deadheading on freight, will stand first out ahead of crew deadheaded with.

Through freight pay will be allowed for running with engine and caboose.

All train men will be paid full time when absent from their duties attending court, when summoned by company, and expenses when absent from home.

Over-time blanks will be furnished all departments.

Over-time to be paid monthly same as schedule pay.

When crews taken off on account of light business, conductors best qualified under our rules shall be given preference in places to be filled, and the oldest brakemen the next places to be filled in line of promotion, same as conductor.

Wreck trains to have a conductor, if one can be reached without delay, if not will be run with orders to engineman.

No time to be deducted from over-time actually made.

On Bucyrus and Thurston turn through freight two hours will be allowed for switching at Thurston, disposing of and making up their train, on over-time basis. No further switching to be required, except in cases of emergency.

The time on extras to be taken from first through freight schedule running ahead of the extra.

On Alum Creek and Columbus run if crew makes more than one trip on Sunday, or goes east of Alum Creek, one day will be allowed in addition to monthly pay; if only one trip to Alum Creek, no extra time allowed.

On local south of Corning one round trip, one-half day, time six hours, two round trips, one day.

On Buckingham run same as local south of Corning.

On short runs south of Corning, one round trip allowed half day.

On short runs south of Corning, two round trips, allowed one day, (if only two trips.)

On short runs south of Corning, three round trips, allowed one day, (full day twelve hours.)

Time allowed for Sunday work for all trains south of Corning same basis as above.

On local freight: four brakemen. Other freight trains, three brakemen.

Over-time to be allowed when trains are more than one hour later than schedule time, or number of hours fixed for trip, on all through freight trains.

Over one hour (1) and not more than one and one-half (1½) late, overtime to be allowed one hour.

More than one and one-half hours (1½) late, and not more than two and one-half hours (2½) late, over-time to be allowed two hours and so on.

When three crews are running on local freight between Bucyrus and Corning, six trips will be allowed for four trips.

Over-time to be allowed on local freight trains when more than three hours late, on same basis as through freight trains, except when three crews are running between Bucyrus and Corning, no over-time will be allowed.

Time to be computed from the time men are called to leave, until relieved at the end of the trip.

Local freight Thurston to Bucyrus, time to be computed from time work begins making up train, until relieved at end of trip.

When conductors and brakemen called for extra or regular train, at time as notified, and train is annulled; conductors will be allowed seventy-five cents (.75) and brakemen fifty cents (.50).

No succeeding time table to exceed the average time of Schedule No. 36.

SCHEDULE OF WAGES IN EFFECT NOV. 1, 1891.

PASSENGER TRAIN SERVICE.

RUNS.	Miles	Engine-men.	Fire-men.	Conductors.	Brakemen.	Baggage Masters.	Time for run hours.
Between Toledo and Columbus....	176	6 00	2 75	\$100 mo.	\$50 mo.	\$60 mo.	.....
Between Toledo and Corning.....	184	5 25	2 89	.....	.....	.....	.....
Bucyrus to Toledo and return....	138	3 75	2 06	.....	.....	.....	.....
Between Bucyrus and Corning....	115	3 50	1 92	.....	.....	.....	.....
Between Bucyrus and Columbus..	107	3 50	1 92	.....	.....	.....	.....
Between Bucyrus and Athens....	137	3 75	2 06	.....	.....	.....	.....
Corning to Columbus and return..	130	3 75	2 06	.....	.....	.....	.....
Columbus to Athens and return...	174	5 00	2 75	.....	.....	.....	.....

No extra time allowed for mixed trains.

SOUTH OF CORNING.

RUNS.	Miles	Engine-men.	Fire-men.	Conductors.	Brakemen.	Time for run hours.
Buckingham and Short Run	3 65	2 00	2 90	2 00	12
Cocal Freight.....	\$60 mo.	.....	12
CONSTRUCTION, GRAVEL WORKING OR WRECK TRAIN.						
Without Conductor.....	4 50	2 47	.....	.....	12
With Conductor.....	3 50	1 92	3 25	2 10	12
HELPING ENGINE JOHNS TOWN HILL.						
.....	3 00	1 65	.....	.....	12
SWITCHING ENGINE.						
All Yards.....	3 00	1 65	.....	.....	12
HELPING ENGINE CORNING.						
1 trip if not more than 4 hours	1 16	64	.....	.....	.....
3 trips inside of 12 hours	3 50	1 92	.....	.....	.....
Rates of over-time per hour.....	35	184	28	18	.....

FREIGHT TRAIN SERVICE.

RUNS.	Miles	Engine-men.	Fire-men.	Conductors.	Brakemen.	Time for run hours.
Between Bucyrus and Toledo, Trough.....	69	3 25	1 79	2 25	1 50	.....
Between Bucyrus and Toledo, Local.....	69	4 00	2 20	3 33½	2 00	.....
Between Bucyrus and Corning, Trough.....	115	4 00	2 20	3 25	2 10	.....
Between Bucyrus and Corning, Local.....	115	5 00	2 75	3 33½	2 00	.....
Between Bucyrus and Thurston, Local.....	78	4 00	2 20	3 33½	2 00	.....
Between Corning and Columbus, Trough.....	65	3 25	1 79	2 25	1 50	6½
Between Corning and Columbus, Local.....	65	4 00	2 20	3 33½	2 00	.....
Through Corning and Alum Creek, Trough.....	60	3 00	1 65	2 05	1 35	6
Corning to Alum Creek and return, Trough.....	120	6 00	3 30	4 10	2 70	12
Bucyrus to Fostoria and return, Trough.....	70	3 25	1 79	2 25	1 50	.....
Bucyrus to Thurston and return, Trough.....	156	6 50	3 58	4 50	3 00	8
Corning to Thurston and return, Trough.....	74	3 25	1 79	2 25	1 50	.....
Corning to New Lexington and return with Helper.....	.....	.....	.....	.....	.....	.....
Foreman on Local.....	.....	.....	.....	.....	1 00	.....
.....	.....	.....	.....	.....	2 20	.....

COMMITTEE.

W. B. Baylor, Chairman; J. W. Montgomery, Secretary.

ORDER OF RAILWAY CONDUCTORS.

W. B. Baylor, W. C. Boyle, L. E. Wharton, of Bucyrus, and James Slattery, of Corning.

BROTHERHOOD OF LOCOMOTIVE FIREMEN.

W. C. Bruce, Chas. Collins, J. H. Bauer, Ed. McGuire, Joe Vetta and T. Quilter, of Bucyrus, and James Kinney, of Corning.

BROTHERHOOD OF RAILWAY TRAINMEN.

James Connel, J. W. Montgomery, G. H. Carsey and W. B. Russell, of Bucyrus, and M. H. Sullivan, of Corning.

"America's Greatest Railroad" Rear Collisions.

The severest arraignment of the N. Y. C. management that we have seen, is the following from *Locomotive Engineering*:

One hardly gets over the horror produced by one fatal accident on the New York Central road than another takes the place to keep up the interest.

With the exception of the New England the Central wears the medal for accidents, while for killing and maiming human beings it stands at the head.

The Hudson River Division is a double track running hundreds of trains a day, freight and passenger, and using the same methods for their protection that are employed on the meanest single track roads in the lumber regions.

Rear collisions are of almost daily occurrence; trains follow each other "in sight," sixty-car freights, without air-brakes, hurry from station to station to clear locals and dodge sixty-mile-an-hour expresses, without the protection of block signals, while the ornamental president and financiering board of managers "wait for the best signal to be invented."

Absolute block signals have been practically perfect these twenty years; 98 per cent. of the roads in England are using them successfully and yet "America's Greatest Railroad"—God save the mark!—waits for perfection, and dividends.

Absolute blocks will save most, if not all, the rear collisions, but it will not cure the general debility of this magnificent but mismanaged property.

There is dry rot at the core, the men in the train service are demoralized and disheartened; discharges take place without trial; suspensions are free as water; men of spirit are cowed or leave the service, and incompetents multiply. On Christmas Eve a fearful rear end collision took place at Hastings-on-the-Hudson. A passenger train was stopped while a freight got out of the way; the brakeman went back to flag and went into the depot; the express flew by and into the standing train—14 dead, many hurt. Last year this road had a strike of trainmen and put on a

lot of inexperienced, cheap men and boys. Was this brakeman one of them?

Block signals would have kept these trains apart—a board from a quarter to half-a-mile from a station, worked by a wire and a man, is not a block signal.

The rule sends the flagman back half a mile; it will take him eight or ten minutes to go so far; yet they run trains sixty miles per hour on five minutes headway, that run this distance in thirty seconds. Penurious management has kept signals off the line; mismanagement has taken the heart out of the men; they are doing a four-track business on two tracks, and gambling in human life to keep it up.

The strength of a chain is its weakest link. Of what use is their stone-ballasted track, their magnificent "870's" that haul the Empire State express, their speech-making president, their Grand Central Station, and their Hudson River scenery, when their hundreds of trains are crowded out upon the line with nothing to keep them apart—absolutely by guess, so far as its directors know.

The engineers save much trouble by good judgment, but if a man has to stop his train on the road, then look out.

Is it not time that some practical railroad men had a place among the directors of this line.

Can the absence of the only known means of protecting trains on a road like this be called stinginess, lack of foresight or carelessness? Is it not crime?

Can the public prosecutor view the remains of these mangled men and women and write "accidental"? Should he not use stronger language.

Illinois Central Railroad Company.

OFFICE OF GENERAL SUPERINTENDENT.

CHICAGO, ILLINOIS.

The following agreed schedule of Wages and Rules of Employment for the train men in Passenger and Freight service on the ILLINOIS CENTRAL R. R. adopted October 1, 1890, revised and amended November, 1891, will be effective from December 1, 1891.

I. PASSENGER SERVICE.

CLASS OF TRAIN.	RANK.	4,000 MILES OR LESS, REGULAR RUNS PER CALENDAR MONTH.	OVER 4,000 TO 6,000 MILES PER CALENDAR MONTH.
THROUGH.	Conductors	\$100.00	\$115.00
	Baggagemen	55.00	60.00
	Brakemen and Flagmen	50.00	55.00
	Train Porters	30.00	35.00
LOCAL OR BRANCH.	Conductors	90.00	105.00
	Baggagemen	50.00	55.00
	Brakemen and Flagmen	45.00	50.00
	Train Porters	30.00	35.00

2. For mileage made by Passenger Crews in excess of 6,000 miles per calendar month, extra

compensation will be allowed at the following rates per mile.

Through Passenger Conductors...2.00 cents.
 Local Passenger Conductors.....1.75 cents.
 Through Baggage-men.....1.25 cents.
 Local Baggage-men.....1.00 cents.
 Through Brakemen and Flagmen...1.00 cents.
 Local Brakemen and Flagmen.... .90 cents.
 Train Porters......60 cents.

Crews regularly assigned to fast mail runs between Chicago and Centralia will be allowed the maximum monthly rate established for through passenger service. This allowance to cover all mileage made on their assigned runs.

3. Passenger crews assigned to regular runs, failing to make full month, will be paid pro-rata for services performed.

4. Passenger crews on regular runs doubling to make up time lost by other men, will be allowed the extra mileage so made at the regular rates for such runs, in addition to their regular compensation.

5. When regularly assigned passenger men are called upon to run extra or special passenger trains, they will be paid at the same mileage rate as they would receive on their regular runs for all mileage so made.

6. Freight crews temporarily on regular passenger runs will be paid at the regular rates for such runs.

Freight crews assigned to special passenger trains will be paid at local passenger rates for mileage so made.

7. When through and local passenger runs are pooled, and passenger crews run around in turn, the classification of the pooled runs will be determined by the class of train which contributes the greatest portion of the mileage, and all crews will receive alike the rates of pay for that service.

8. Through Passenger Trains will comprise those runs which have a continuous schedule over more than one Division, and change crews at Division points. Trains scheduled on one Division, and run through by the same crew, are Local Passenger Trains.

9. Pay Car and Special runs will be classed as local.

10. When trainmen desire to lay off, they shall do so at the point designated for the purpose by their Train Master; otherwise they will pay the mileage of men sent to take their places when they request to be relieved from duty.

11. It is the intention that no unreasonable service in making extra mileage shall be exacted under this schedule from passenger crews on regular, assigned runs.

12.

FREIGHT SERVICE.

CLASS.	RANK.	RATE.	
		PER MILE.	OVERTIME.
Irregular Freight Runs	Conductors	3 cents.	10 Miles per hour.
	Brakemen	2 cents.	10 Miles per hour.
Local Freight and Mixed Trains.	Conductors	Per Month \$90.00	Overtime 30c per hour.
	Brakemen	60.00	20c per hour.
Work Trains.	Conductors	Per Month \$90.00	Overtime 30c per hour.
	Brakemen	55.00	20c per hour.

Colored brakemen on lines south of the Ohio river will be paid 15 per cent. less than white brakemen.

13. There will be two grades of Freight Conductors and Brakemen. For first year's service, ten per cent. less than the established rates will be paid. After one year's service, full rates as provided in this schedule will be paid; 36,000 miles actual service to be considered the first year's service.

To Freight Conductors promoted between October 1, 1890, and November 1, 1891, a refund will be made of the ten per cent. reduction from full rates on the last six months of the first year of actual service as conductors; and, to all Freight Conductors promoted on or after November 1, 1891, a refund will be made of the full ten per cent. reduction from full rates for the year. Refund will be made upon application at the expiration of the first year's service as above, provided they render faithful and efficient service, have clear record, and prove themselves reliable and competent men.

Experienced Conductors and Brakemen employed from other roads will receive full rates of pay.

14. The actual number of days in any calendar month of twelve hours per day, exclusive of Sundays, will constitute a month's work for that month in Local or Mixed Freight, or Work Train Service,—except on those local freight runs to which three crews are assigned. On local freight runs, having three regular crews, four single trips per week over the district will constitute full time, 13 hours being allowed for each trip.

Crews assigned to regular freight runs will be paid additional, at established rates, for extra trips run outside of their regular work.

No deduction will be made from the pay of work train crews by reason of their not working when ready for duty and not assigned to other duty, or relieved at District terminal.

15. Overtime will be allowed as follows:

Crews in irregular freight service, on runs not otherwise specified;—for time on duty in excess of one hour for each ten (10) miles run.

On Local Freight or Mixed runs where single trip is made, each working day,—after 12 hours' continuous service; and on such runs where four trips per week are made,—after 13 hours' continuous service.

On Local Freight turn-around trips,—where the time consumed on the road, and in switching at turn-around points, exceeds 12 hours.

In Work Train service,—after 12 hours on duty.

In computing overtime, any fraction of an hour, 30 minutes or less, will not be counted; over 30 minutes will be called an hour.

16. In Local Freight service, there shall be three crews with three brakemen on each crew assigned to each main line district between Chicago and New Orleans, Chicago and Sioux City, Centralia and Amboy; also between Springfield and Gilman. On the Water Valley district, during the months of light business, the number of crews may be reduced to two.

On Local freight runs not specified, the Division Superintendent will arrange the assignment of men and crews as is consistent with the requirements of the service and business.

17. When a crew is called for a freight trip of 50 miles or less, 50 miles will be allowed; and where over six hours are consumed in a run, 100 miles will be allowed.

When called for a freight trip of over fifty miles and less than 100 miles, 100 miles will be allowed; and when more than 100 miles, actual mileage will govern.

Overtime on such trips will be allowed when the time consumed on the road, and in switching at turn-around points, is in excess of six hours on a run where fifty miles is allowed, and twelve hours on a run where 100 miles is allowed.

Districts ninety miles or over, and less than 100 miles, will be allowed 100 miles for each single trip over the District. Districts less than ninety mile will be allowed 100 miles unless doubled on the same date, in which case actual mileage will be allowed. This rule not to interfere with the present allowances of mileage between Amboy and Freeport. Crews required to double between Mendota and Sublette will be allowed 20 miles extra for each double.

18. When a crew is called for work train service, one-half day will be allowed when on duty six hours or less; if over six hours, a full day will be allowed with extra time for service over twelve hours.

19. Mileage will be allowed on the following runs, as specified below:

Chicago to Kankakee or Otto and return 150 miles.

Champaign to Effingham and return, 145 miles.

Centralia to DuQuoin and return, 100 miles.

Centralia to Carbondale and return, 130 miles.

Mounds to Carbondale and return, 110 miles.

Mounds to DuQuoin and return, 200 miles.

Clinton to Springfield and return, 100 miles.

Clinton to Gilman and return, 150 miles.

Clinton to Pana and return, 135 miles.

Clinton to Vandalia and return, 175 miles.

Mounds to Martin and return, 200 miles.

Jackson, Tenn., to Grand Junction and return, 100 miles.

Jackson, Tenn., to Holly Springs and return, 200 miles.

Water Valley to Holly Springs and return, 100 miles.

Water Valley to Durant and return, 200 miles.

Canton to Durant and return, 100 miles.

Canton to Grenada and return, 200 miles.

McComb City to Jackson, Miss., and return, 200 miles.

Overtime on the above turn-around trips will be allowed for all time used on the round trip in excess of ten miles per hour, less four hours at Kankakee, Otto, DuQuoin, Martin and Pana, and two hours at other turning points. Time to be reckoned from starting point to time of arrival back at starting point. An exception will be made in case of the turn-around trip from Centralia to DuQuoin and return, where only two hours will be deducted in computing time. When Chicago District crews are held over at Gilman to exceed fifteen hours, except Sunday, time in excess of fifteen hours will be paid for at the rate of ten miles per hour.

20. For light runs (engine and caboose) full mileage will be allowed.

21. Crews deadheading under orders on passenger trains will be paid one-half their regular rates. On freight trains they will be paid full rates.

22. It is the intention to run crews not assigned to regular runs first in first out, but the right is reserved to depart from this rule when the interests of the Company require it.

23. On the Main Line, and the Memphis and Springfield Divisions, trainmen not on regularly assigned runs, and living within one mile of the yard, will be called as nearly as practicable one hour before the leaving time of their train. Men on regularly assigned runs will be called between the hours of 7 p. m. and 7 a. m. The working time of trainmen will begin at the time set for the

departure of their train, except when crews assigned to regular runs are notified at least one hour before the leaving time of their train, of the time at which they are required to report for duty:

24. Where time is not allowed as per conductor's time slip, it shall be returned to him at once, with reasons for not allowing same.

25. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause. In case of suspension or dismissal, if the employé thinks his sentence unjust, he shall have the right within ten days to refer his case, by written statement, to the Division Superintendent.

Within ten days from the receipt of this notice, his case shall have a thorough investigation by the Division Superintendent, at which he shall be present. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the General Superintendent and to the General Manager. In case the suspension or dismissal is found to be unjust, he shall be reinstated and paid for time lost.

26. When freight crews are called and report for duty, and for any cause the train is abandoned, they shall be paid at overtime rates for each hour so held on duty, and will stand first out.

27. Trainmen attending court at the request of the company, if on assigned runs, shall be allowed full time, and when in irregular service, 100 miles per day until ordered to resume work in the department in which they are employed, with the necessary expenses while away from home, same not to exceed \$2 per day.

28. Trainmen will be allowed 8 hours rest after 16 hours' continuous service, unless they go out voluntarily.

29. The right to regular runs and to promotion will be governed by merit, ability and seniority. Everything being equal, the men longest in continuous service will have preference, the Division Superintendent to be the judge as to qualifications. Nothing in this article shall be construed as preventing the company from employing experienced men from other roads, when the good of the service requires it.

30. In event of there being a surplus of crews, and it becomes necessary to reduce their number, the oldest men shall have preference in employment, except where, in the judgment of the Division Superintendent, for good reasons, which will be made known upon application, younger men in the service are considered more reliable and efficient; it being the intention to retain the most capable men in the service.

Conductors retired by reason of a reduction of

of crews shall have preference in employment as brakemen.

31. So far as consistent with the interests of the company, the number of crews will be kept down to correspond with the business, so that crews in irregular freight service may make 3,000 miles per month.

32. It is hereby understood to be the duty of conductors to promptly file charges, in writing, to their superior officer, against any unreliable or unsafe brakemen, who may be assigned to them; and in the interest of retaining the best men, it shall be the duty of such superior officer to promptly investigate, and if the charges preferred are found correct, such brakemen is not to be transferred to another crew, but promptly dismissed.

33. Any grievance which may exist and is not rectified, shall be presented in writing to the Division Superintendent within thirty (30) days of its occurrence, to the end that proper action toward its abatement may be taken without unnecessary delay.

34. All schedules, rules and regulations in conflict with these now adopted, are void.

35. No portion of this agreement will be violated or abrogated by any party thereto without written notice of such intention being served on all parties hereto, at least 15 days before any action will be taken.

Approved:

J. T. HARRIHAN,

Second Vice-President.

For Passenger and Freight Trainmen.

W. J. MURPHY,

Chairman of Committee.

A. W. SULLIVAN,
Gen'l Superintendent

The March *Wide Awake* is a timely, and attractive issue of the favorite magazine. Its frontispiece, illustrating Miss Brastow's characteristic story of "A March Mood," capitably suggests the lingering snow of the departing winter, and there are March pictures and poems suitable to the season. The most important illustrated descriptive articles are Mrs. Stanton's brief but interesting description of Gray's Forest—the famous tract of the Burnham Beeches near to London, and the quaint churchyard of Stoke Pogis, where the writer of the immortal "Elegy" was laid away, and Miss Eliza Ruhamah Scidmore's capital account of a visit to the palace of a Chinese noble. To this she gives the Chinese title, "Chin, Chin, Huang Ta-tai!" and the "Chin Chin" will be enjoyed by old and young alike, so delightful a glimpse is it into a high-class Chinese home. Mrs. Harriet Maxwell-Converse concludes her entertaining chapters on Iroquois life with a spirited account of the Indian children's "Fire-fly Song."



The March number of *St. Nicholas* contains a novel and useful sketch by John M. Ellicott, of the Navy, describing how a landing is made through the heavy surf of the Pacific Ocean. Boy readers may here learn how to avoid the dangers of an upset when caught in a small boat during a squall. The article is illustrated by Taber from photographs, one of them showing the sailors after an upturning of their surf boat.

"Hold Fast Tom" is an incident of the capture of the island of St. Helena from the Dutch. An English sailor climbs a crag, hauls up a rope, and thus enables his comrades to make a flank attack which secures a speedy victory. The tale is told by David Ker, who never writes a dull paragraph, and it is strikingly illustrated by C. T. Hill.

Arthur Howlett Coates throws some needed light on the construction and use of "The Boomerang" by the Australian blacks; and his directions are so plain that there seems no reason why Young America should not make boomerangs for itself.

J. G. Francis, creator of the famous "Aztec Fragments," which have caused smiles and laughter innumerable, after a regretted absence from the pages of the magazine, heralds his reappearance by a jingle and drawing of "The Genial Grimalkin," who was always so amusing that his family's continual smiling gave their cheeks a "permanent puff."

Charles F. Lummis tells another Pueblo folklore tale, "The Man Who Married the Moon," a story as poetic as any that the Old World can boast, and George Wharton Edwards proves himself quite capable of fittingly interpreting it.

The March *Century* is particularly interesting to the many thousands who have constituted the audiences of the famous Polish pianist, Paderewski, in different parts of the United States. These papers on Paderewski are parts of the musical series which the *Century* is publishing this year. The frontispiece is an engraving of Paderewski

from a photograph, and in addition a drawing by Irving K. Wiles is given, showing the great virtuoso at the piano. Accompanying these pictures are "A Critical Study," by the distinguished American pianist and composer, William Mason, "A Biographical Sketch," by Miss Fannie Morris Smith, and a poem, by R. W. Gilder, entitled "How Paderewski Plays." The biographical sketch, brief as it is, contains, we understand, the fullest particulars ever yet given of the life of its famous subject. Professor Henry C. Adams presents a timely study of "The Farmer and Railway Legislation." Professor Boyesen tells of "An Acquaintance with Hans Christian Andersen." Col. Richard Malcolm Johnston, the popular story-writer, has a paper, illustrated by Kemble, on "Middle Georgia Rural Life." Mr. Buel's article on the Louisiana Lottery in the February number is followed in this number by an editorial on "The Louisiana Lottery a National Infamy," written before the withdrawal of the Lottery from the contest in Louisiana. Other editorials are on "Columbia College," "National Justice to Postal Clerks," and, "A Columbian Fair Memorial Building."

In "Open Letters" are discussed "The Numerical Strength of the Confederate Army," "The Illinois of Lincoln's Time," and Mrs. Van Rensselaer has a brief essay on the painter Sargent.

In spite of bleak March winds and the dying struggle of winter, *Outing* for the month is as bright and cheery as a May morning. Every page breathes wholesome teachings of the grand old woods, of healthful exercise, of travel in many lands and of sports and pastimes pure and beneficial—such as our sons and daughters should be encouraged to follow. Not a line of the pernicious and sensational literature far too abundant at present, can ever find its way into *Outing's* pleasant pages. It is a magazine for ladies and gentlemen and is surely doing a good work. The current number is superbly illustrated and reflects the greatest credit on the publishers.



Co-operative Insurance—"In good standing"—What Constitutes.

In an action to recover a disputed claim the court held, that the phrase "In good standing," as applied to benevolent orders or co-operative membership, must be construed according to the laws of the Order. When want of good standing is dependent on a "due trial and conviction," the loss of good standing must be shown by some official action on the part of the organization. An Order is a corporate body, whose attitude towards one of its members can only be known through its official action as such corporate body, and its only proper evidence are its records and proceedings of the organization itself. If, however, the constitution of an Order makes "good standing" dependent upon no trial and conviction, then oral evidence may be heard to prove or disprove it. Generally, "good standing" means a compliance with the laws, rules, usages and regulations of the Order. And the application is a part of the contract of insurance, and obligatory upon the beneficiary named in the certificate, to whom payment is promised on the death of a member, and that the language is in the alternative, making either or anyone of the causes named, in the laws, a ground of forfeiture of all rights of recovery upon the certificate. Further, where the requirements of the condition are used conjunctively, a compliance with all of them is necessary to a recovery, and that a violation of one, alone, would bar a recovery by the beneficiary.

Royal etc. Society vs. Curd, Ills. S. C., (111 Ills. 284.)

Note: In a recent case where the applicant appeared at the outer door ready and willing to be initiated, but was excused on account of the absence of the regular presiding officer, and died before a subsequent opportunity was given to be initiated, the local society recommended the payment of his claim, notwithstanding the laws of the society required the conferring of the degree before the benefits of the membership could attach.

Mutual Insurance Society—Membership, When Completed—Initiation Necessary.

Where application for membership was made

to a local division, the application fee paid, the medical examination passed and recommended by examiner and all other forms complied with and the applicant duly elected a member of the local division, but died two days later, without having been initiated; and, where the laws of the society required an applicant, within a certain time after his election, to present himself for initiation, or forfeit his election, and the benefit certificate from the supreme body was to be issued only on application from the subordinate society after the applicant had received his degree; and, where the application contained an agreement that the payment of the application fee or the entertaining of the application, unless the applicant should be duly elected "and initiated," should not constitute membership, or give any rights of a member; and, that it was only on the death of a member who has obtained the degree of the subordinate lodge that the supreme body could order payment to the beneficiary. Held, that deceased was not a member of the society.

2. Where the constitution and by-laws of the society, requiring an applicant for membership to be initiated in addition to paying application fee and being elected, before acquiring any rights as a member, are reasonable, and not contrary to law, notwithstanding the ceremony of initiation is secret.

Matkin vs. S. L. K. of Honor, Tex. S. C., Nov. 17, 1891.

Railway Employees Relief Association—Arbitration—Right to Sue.

1. A provision in a contract that all differences shall be submitted to arbitrators, will not prevent a party from maintaining a suit at once to enforce his rights.

2. Where a corporation organized to afford relief to employees of certain railroad companies provides relief to those injured "by accidents while in the discharge of duty and in the service of the B. & O. railway company, or of any other railroad company whose employees shall be admitted to the privileges of membership;" and, when the deceased after having finished his run and within a few minutes thereafter, while going

home in crossing the track was killed by the cars. Held; that he was entitled as a member of the association to relief from it.

Kinney vs. B. & O. Ry. Employees Relief Assn., W. Va. S. C., Nov. 28, 1891.

Carrier of Passengers—Condition of Ticket—Identification of Purchaser. Conductor.

1. In consideration of issuing a round trip ticket at a reduced rate, the carrier may insert as a condition of the ticket that it shall not be good for a return passage unless the ticket holder shall identify himself as the original purchaser to the satisfaction of the carrier's agent at the point of destination, and unless the ticket is signed and stamped by said agent the conductor may refuse to receive it.

2. When such a condition is contained in the body of such ticket, and no fraud or unfair means of deception have been resorted to by the carrier, the assent of the ticket holder to the condition will be conclusively presumed, although he may not have signed the ticket. The ticket holder may be ejected from the train by the conductor for failure to comply with such condition, though he may offer proof of identification to the conductor.

Abram vs. Gulf C. & S. F. Ry. Co., Tex. S. C., Jan. 19, 1892.

False Imprisonment—Torts of a Conductor—Liability of Company.

Where a conductor caused the arrest of a passenger for making an assault on him with a knife, but who proved to be innocent of the charge, the conductor mistaking him for another, but refused to be convinced of his mistake when the arrest was made. Held.

1. That everyone riding on a railroad car is presumed *prima facie* to be there lawfully, as a passenger having paid, or being liable when called upon to pay his fair.

2. It is the duty of a carrier to treat the passengers properly, to protect the passenger against injury from the negligence or wilful misconduct of its servants while carrying, and of his fellow-passengers and strangers, as far as practicable.

3. The common carrier is not an insurer of passengers safety, but it is liable for their injury or improper treatment, due to the negligence or wilful misconduct of its servants while engaged in executing the contract.

4. The common carrier of passengers is liable for false imprisonment of a passenger made or caused to be made by its conductor in charge of the train; and that the code which enacts among other things, that "the conductor of every train

of cars shall have all the powers of a conservator of the peace while in charge of the train" does not relieve the carrier from such liability. Judgment in damages affirmed.

Gillingham vs. Ohio River Ry. Co. W. Va. C. of App., Dec. 12, 1891.

Conductor and Servant—Companies Liability For Negligence of Former—Knowledge.

1. Where the conductor of the defendant company having charge of a gang of men, and instructed them to push a car over an uncompleted portion of a "Y" which lay at the foot of an embankment that was so near to the track at one place where a man could not pass between it and the car. Plaintiff was ordered to assist in pushing the car, and without knowledge of the danger took hold on the side next to the embankment. The conductor did not warn him of his danger, and he was crushed between the embankment and the car. Held, that he was not guilty of contributory negligence, but that the company was negligent through the act of the conductor and must answer in damages to the injured employé. *Stackman vs. Chicago etc., Ry. Co.*, Wis. S. C., Nov. 17, 1891.

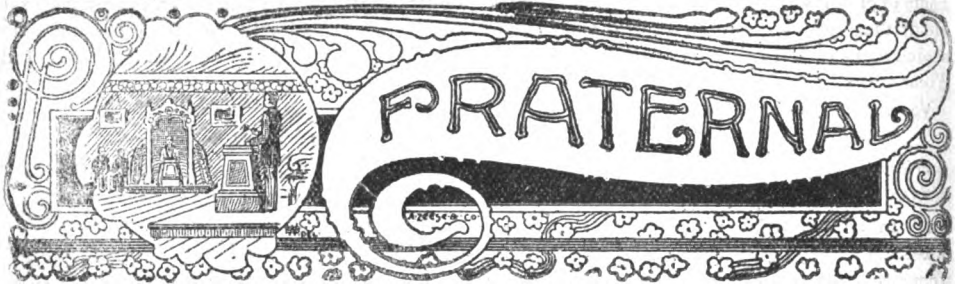
Note: This apparently new doctrine is of much interest to railway employés. A conductor is no longer treated as a fellow-servant, but rather as a vice-principal and his acts, neglects and incompetency are chargeable against the company.

Conductor and Stockman—Limitation of Liability.

1. Plaintiff, a stockman was riding a caboose with the conductor, who informed him that the caboose would go no further than B., and that he would thereafter have to ride in the car with his stock; that he would have 45 minutes at B. to get supper. At B. plaintiff left the train for supper and upon his return found the train shifted to other tracks, and after passing around the engine in sight of the engineer, attempted to enter the side-door of the stock-car as per directions of the conductor, the train started, injuring him, severely. Held, upon appeal, that the question of the defendant's negligence through its conductor and engineer in starting the train without warning, was for the jury.

2. Where plaintiff was riding on a ticket issued to drovers, and which contained a clause, that if the person in charge of the stock should leave the caboose and pass along the train or track, it was at his own risk of personal injury. Held, that this limitation did not relieve the company of its liability. Judgment affirmed.

Pitcher vs. Lake Shore etc., Ry. Co., N. Y. S. C., Oct. 23, 1891.



SEDALIA, Mo., Feb. 16, 1892.

Editor Railway Conductor:

To-day at two o'clock p. m. the bereaved husband and affectionate sister and the many friends of the wife of Brother Denny O'Brien, the well known passenger conductor of the Mo. Pac. railway between St. Louis and Kansas City, assembled at the East Methodist Church of this city to hear the funeral sermon preached by the Rev. Jump. Fannie O'Brien, as she was familiarly called, died at her residence in St. Louis, 1851 2d Carondelet street, Feb. 13, at 8:45 p. m. Her remains were brought to Sedalia on No. 9 on the morning of the 16, and was escorted by Bro. J. K. Merrifield and wife, Bros. Thos. Lindsay and H. Fry of St. Louis. They were met here by the members of the Order. At 1:30 p. m. the line of carriages formed. Bros. Lindsay, Merrifield, Wrightman, Pratt, Feldot and Fry were the pall bearers. The services at the church were short but very touching; beautiful floral offerings adorned her casket, which of itself was very handsome. A pillow with the words O. R. C. of the choicest of flowers stood at the head of the casket. The funeral procession was quite long, and it was just 3:25 p. m. when all that was left of the dear brother's wife was silently lowered into the grave beside that of her sister who had gone before her. The almost prostrated sister bore heavily upon the arm of the sorrowing husband, no words could comfort them in this their dire hour of distress. The brothers of Sedalia and all his railroad associates extend to him their profound sorrow in this the darkest hours of his life.

SEDALIA.

time, which place he has filled with signal ability to the great pride of his O. R. C. friends. Bro. J. O. Lewis well merits his promotion. He was among the first employes on the S. A. M., and has seen it lengthen from day to day across one state and half way into another, Bro. Lewis is a polished, genial gentleman; there is no question that he will fill his new station to the satisfaction of the road, with credit to himself and honor to his friends. His practical knowledge of railroad-ing has fitted him for the position as no mere theoretical ideas of an office man could do. In his appointment the officials have shown good judgment and wise forethought. Where practical Order men are given preference over theoretical office men there is sure to be harmony between officers and employes. The Order officials know, understand and sympathize with their employes, while exacting from them all the requirements made by the company they serve. The employes knowing of this sympathy and understanding the positions to their superior officers, render a better and a more willing service. It is service that begets mutual benefits and produces harmony and confidence.

The S. A. M. Division, though small in numbers, is flourishing. We are gradually gaining members, and we hope to make ourselves felt in the ranks of the O. R. C. in any contest of right vs. wrong. We have at the helm as C. C. that worthy veteran, H. M. Stokes, and as secretary, Bro. S. A. Borders. It is no wonder that Division 284 flourishes.

Fraternally,

B. L. TILLMAN, Cor. Sec.

AMERICUS, GA., Feb., 1892.

Editor Railway Conductor;

In the recent appointment of Bro. J. O. Lewis from the rank of conductor to that of master of trains on the Savannah, Americus & Montgomery railway, the members of Division 284 were much gratified. We have now two staunch O. R. C. men as officials on the S. A. M. R. R. Bro. W. J. Matthews has been superintendent for some

JERSEY CITY, N. J., Feb. 8, 1892.

Editor Railway Conductor:

Although a novice at contributing articles for publication, thought as no one else had done so, I would make the effort.

Division No. 307 was reorganized on Nov. 15, '91, from B. R. C. No. 44 and is in a prosperous condition, numbering at the present time seventy-one members with several applications to act on.

I voice the sentiment of our membership in saying that we were more than pleased when informed of the consolidation, as effected at Cedar Rapids on Oct. 8, as it removed a thorn that rankled in many a side, it is right and just that we should all stand together, for in union there is strength. Two factions cannot achieve the same success even though they may attempt to work in union there is always some bone of contention. We are pleased to see the friendly feeling displayed on all sides toward us, who at one time were not of the same belief on all subjects. Particularly is this so on the part of members of Division No. 169 who helped to institute us into a division and have attended our meetings since and assisted in initiations, etc., for which we return our most hearty thanks. While we can with feelings of pride say we held the title of standing second to none in our old organization, I venture to say we will strive and hope to attain the same honor in the new.

The union meeting held in New York on Jan. 1st was a grand affair notwithstanding the *New York Sun* of Feb. 1st was pleased to say there were between seven and eight hundred present, all the other papers gave credit for about ten thousand, quite a discrepancy on the part of the small sheet, but Mr. Dana is not always responsible for what appears in his sheet. These meetings should be held at more frequent intervals as they create a more friendly feeling among the various organizations.

Monday Feb. 1, a special meeting of this Division was called to receive our Worthy Grand Chief Bro. E. E. Clark, and must say the boys were pleased to meet him, we could not show up as well as we would have liked on account of short notice, but if Bro. Clark will kindly let us know in advance the next time he comes our way we will give him a hearty welcome.

Hoping all Brothers will promptly subscribe for THE CONDUCTOR that we may keep thoroughly informed on all matters pertaining to the Order and that at least one from each division will contribute if only a few lines, I am

Yours in P. F.,
MORE ANON.

ELKHART, IND., Jan 28, 1892.

Editor *Railway Conductor*:

It is a duty devolved upon your humble servant to advise you of what may be of interest from division 19. Some of the brothers will, in all probability, refer to their directory numbers to find our location and if we really exist. We are somewhat ancient but we hope to meet the standard by turning a new leaf and lending new zeal

toward the advancement of the Order, In the recent election of officers the bulletin read:

S. J. Guyer, C. C.; R. L. Myers, A. C. C.; J. T. Wishart, S. and T.; Geo. W. Huntley, S. C.; C. M. Beach, J. C.; A. M. Hecht, I. S.; J. W. White, O. S.; Ex. Com., J. T. Wishart, G. W. Huntley, W. D. Anderson. Correspondent, W. D. Anderson.

In promising to be more loyal to the interests of the Order we have first fortified ourselves with a worthy leader, Si. Guyer, whose whole ambition is to see Division 19 wear the laurels. We have a number of applicants awaiting degrees, also several petitions on the table. Our meetings are held in the largest and finest hall in the city, where every convenience is furnished to make our stay comfortable. Our lodge meets every second and fourth Sunday at 2 p. m. The latch string is always out and warm hearts within.

W. D. ANDERSON, Cor. Sec.

Only a Brakeman Killed.

BY C. F. KEGAN.

Only a brakeman, one out of many.
With a gash in his boyish head,
Gone without warning to meet his Creator,
Only a brakeman dead.
Pick him up tenderly all crushed and mangled,
From the spot where his life blood spilled,
What will the world care for the sad tidings,
Only a brakeman killed.

CHORUS.

Only a brakeman what does it matter,
His place can soon be filled,
Only a brakeman what does the world care,
Only a brakeman killed.

Close the dim eyes their duty is over,
Smooth back the dark brown hair,
See the pale lips that had not a memento,
To breathe for himself a prayer;
Cross the poor hands now so lifeless and mangled
O'er the heart forever stilled.
A murmur of pity, then he is forgotten,
Only a brakeman killed.

Home to the gray-haired, heart-broken mother,
Gently carry her only joy;
Ah! what a sorrowful scene, when she gazes
Upon her darling boy.
She will remember and sigh for him always,
And her eyes with tears oft be filled,
She'll never forget him, though others may
murmur
"Only a brakeman killed."

CHORUS.

Only a brakeman, in the heart of his mother,
His place can never be filled,
Tho' only a brakeman, he was her darling,
Only a brakeman killed.

PORTLAND, OREGON, Jan. 30, 1892.

Editor Railway Conductor:

In the November number of THE RAILWAY CONDUCTOR, the right worthy C. C. of Division 91 registers a grand "kick" against your humble servant on account of a few rhymes which he had ventured to pen concerning the condition of Div. 91. Such a vigorous "round up" is almost enough to drive one from the railway service into the time honored and less hazardous occupation of train robbing. After reading his communication I felt something like the engineer did, when a friend presented him with one of those "English Dude" caps, with a peak "Fore and Aft;" when he put it on he didn't know whether to "back up" or "go ahead." But I freely forgive Bro. Blew, I know his failings are all his own, and his virtues some other fellow's borrowed for the occasion. The "web-footer" of the Willamette is not to blame for the luxuriant growth of his pedal extremities and when he treads on everything in sight, we can only suffer and besad.

Yours in P. F.,
L. W. CANADY.

A Question.

Bro. Dan Lockard says he is greatly in love and there is no doubt it is true. He says cold weather seems all the same like 4th of July to him.

Some time ago he asked the girl a question and we will give it to you in this way.

There's a question I will mention
If you will listen, dear to me,
For a fearful apprehension
Now and then creeps over me;
When our lives have reached the summit,
And the turning point is called
And old age begins to eye us,
Will you love me if I am bald?

When no more your gentle fingers
Wander through my waving hair,
But go groping through the vastness
Of the whereness of the w (hair.)
When old time's fantastic fingers
O'er my face his name has scrawled,
Do you think that you can love me
Just the same if I am bald?

When my brow shall shame the tombstone
As it rises bland and bare,
Write thereon—"This slab is sacred
To his late lamented hair."
Like a grinning skull I'll haunt you
Till your senses stand appalled,
Can you brave the test my darling,
Will you love me when I am bald?

When my present jetty ringlets
Have not dyed but gone before,
And until I go to meet them
They will come—ah, never more.
When the flies of fifty summers
O'er my helpless pate have crawled,
And I have to wear a night cap,
Will you love me when I am bald.

DIRTY FACE.

BOWLING GREEN, KY., Feb., 1892.

Editor Railway Conductor:

Do not look so surprised, I am well aware of the fact that it has been quite a while since anything was heard from this neck of the woods, but using a vulgar phrase, we are still in it, and mean to stay in and we are glad that the day has come when to be called an O. R. C. man is an honor instead of a slur. What we want now is national federation. The time is now ripe for such an action on our part; monopolies of every kind are federating and forming combines for our overthrow, and delays are dangerous.

Division 133 has a hustling set of officers for the ensuing year and the prediction is great prosperity.

The boys are not looking very pleasant just now as business is somewhat dull, and then some of the boys have been eating something, and that something was contrary to the book of rules, so thirty days was the sentence.

We have a rarity here in the shops, a conductor, popularly known as One Lung, you will see by the name wherein the rarity, (a chinaman) but I will admit he is not like the other chinamen I have met in my time.

Bro. A. B. Chick has taken unto himself a better half and a bridal tour, but he is back at work once again. The only difference apparent is that the boys must attend strictly to business now, as there's another to look after and no suspensions needed.

Any one wishing anyone of the following articles will call any where in the state but the surest point to find them is always Bowling Green, pretty women, fine horses and good whisky. The latter conductors do not use, that is for outsiders. If this does not fall through, will call again.

Yours in P. F.,
HONESTY.

BALTIMORE, MD., Feb. 23, 1892.

Editor Railway Conductor:

Again I want to inform you that Collins Division No. 5 is still climbing up the golden stairs. At our regular meeting February 2d we had eleven conductors for initiation and on February

16th we had six new conductors and four petitions to act on. We have now 120 members in our division and No. 5 is prospering in every sense of the word. Every member in our division is taking an active part in the welfare of the Order, and they are becoming so enthusiastic over the prosperity of No. 5 that the hall is well filled at every meeting. The good material on our road is fast diminishing but we have several other roads running into Baltimore to work from. I have just received a letter from Brother Bacon saying he had ten new petitions for us, let the good work go on. We are working hard to have one of the largest divisions in our Order, and the best of all, every member in our division is of the best material; we have no kickers, no brawlers and no dissatisfied members, and may we always beso. We have no B. of R. C. division here to take into our fold, but I learn through the journal that the B. of R. C. are uniting with the O. R. C. all over the country; it gives me a great deal of pleasure when I realize there is only one grand brotherhood of conductors in this country. I suppose it is the duty of the correspondent to tell all he knows, and I would say congratulations are in order to Bro. J. E. Gary, on the arrival of a fine girl, and to Bro. N. A. Alldridge, on being the happy father of a fine girl. Bro. editor I regret very much to chronicle the unfortunate affair that happened to our esteemed secretary a few days ago. Bro. Dick arrives every other evening on the Chicago Limited No. 6, and on this particular evening several Brothers were at the depot waiting to see him, but to our surprise when No. 6 rolled into the depot, Bro. Geo. Cochran, from the Western Division, was in charge of the train; our first question was where is Bro. Dick? He cannot be found says Bro. Cochran, and I brought the train through to Baltimore. The question arose with us at once, what was the best thing for us to do, but after we fully discussed the pro and con, we decided to await development and see if Bro. Dick would not turn up. To make this matter plain to you, No. 6 leaves Cumberland 12:40 p. m., so you see there is no excuse for missing the train at this time of day. A few hours later we heard Bro. Dick had been found and was coming home on the 16. We are loath to think that Bro. Dick has any charms outside of St. Dennis, Md.

Your Brother in P. F.,
L.

WASHINGTON, D. C., Feb. 21, 1892.

Editor Railway Conductor:

Will you allow me to have a word with your many readers who are all doubtless interested,

more or less, in my work in trying to secure proper legislation by congress for the good of the railroad men.

I am much encouraged by the feeling I find here this winter. Public sentiment has grown in this respect, as shown in the large number of bills introduced in both houses of congress, for greater safety, and I have very strong hopes of the passage of some bill. Still I do not dare to leave a stone unturned, and the object of this article is to secure the co-operation of the strongest influence that can possibly be brought to bear upon congressmen. It is this: I want most earnestly to urge upon every one who reads this, at once, before it goes out of his mind, to sit right down and write a personal letter to his member of congress, and to the senators from his state, urging them to do all in their power to hasten the enactment of some proper law that will give greater security to railroad men in their dangerous work. While I may, as said above, report that all is very favorable at this end of the line, yet these personal letters from men engaged in this work has a thousand fold more influence than anything one like me, outside, can possibly have. These men also realize that back of these letters are votes, and if no higher motive impells them, this may, but the great question of humanity will actuate them when once it is presented properly. If the officers of every division would send an official letter with its seal, it would be very effectual.

Another point. While it may be true that the O. R. C. men are not in such extreme need of such legislation as freight train and yard men are, still every conductor doubtless often sees the time he would give a good deal, under some circumstances to know that the heavy freight behind him was well equipped with train brakes.

The history of collisions and wrecks go to show that a large per cent. of these wrecks could have been prevented if power brakes had been in use. Doubtless the records in your office would show, that many a claim for total disability and death, could be traced to a lack of proper safety appliances on freight cars, and such, too, that are now admitted to be practical. What I wanted to say and urge here is this: I want to ask the wives, the mothers and daughters of these railroad men who read your journal, if they will not lend their powerful aid in this good work.

These women know as no others can the anxiety they always feel every hour when their husband, their son, their brother or father is out on his train until his return. A letter of only a few words from them to a congressman asking for a reasonable law for the life of him for whom she

lives and without whom life would be a blank, will have more weight than all I might say in an hour before a committee or in private.

A mere suggestion of the great help this can be in this way is all that is needed. Get the name of the member from your district and your senators, and write them urging, in the name of humanity and in the name of the love their wives bear to them, that they will urge on a speedy law to stop this terrible work of death and disabling of railroad men.

Do this and the success of this effort for greater safety to these brave and faithful men is assured.

L. S. COFFIN.

FARNHAM, QUE., Feb. 29, 1892.

Editor Railway Conductor:

As you have no doubt been informed by our secretary of the election of officers for 1892, I will say that they were duly installed on Sunday Feb. 21 by Bro. T. C. Gale, Past C. C. The installation should have taken place at our first regular meeting in January, but owing to most of the Brothers being called out on that day we were obliged to postpone the ceremony until the 21st. I will say that Division 80 is still holding her own although under rather uphill circumstances, for the reason that the Brothers are widely separated, but the majority of them do the best they can under the present state of affairs. There are some though who might attend the meetings more regularly and who wish to belong to the Order and would not for the world think of giving it up, still for some outlandish reason they think (or at least one would suppose so) that as long as they are Order men in good standing that is all that is required of them, but this is a mistaken idea. Half of them to go into a division room to-day would feel like "a cat in a strange garret," at the same time they are jolly good fellows, mind you, and are always ready with a helping hand and kind heart to assist a worthy Brother; still this is not doing all that is necessary. Members should attend the meetings whenever it is in their power to do so, and keep themselves posted. A great many have an idea because they read the journal that they keep themselves informed in this way, if this is the case, then their knowledge is very deficient. There are important circulars from our grand chief read at nearly every meeting which all should hear and understand. Consequently the very first time you meet one of these "stay-aways" the first thing they want to know is, "Well, how many were there, anything new from the G. C. C., was anyone initiated?" and such questions as those. I expect after our next meeting to be able to give you the names of some new

members which it is our intention to enroll at that time. I may also say that several others have signified their intention of joining us very soon.

We have changed our place of meeting from the Odd Fellows Hall to St. Joseph Hall on St. Joseph street, where on meeting days visiting Brothers will find the latch string always on the outside.

Yours truly in P. F.,
BAKER HEATER.

TOPEKA, KAN., Feb. 23, 1892.

Editor Railway Conductor:

As it has been some time since I wrote you I will endeavor to give you a report of the fourth annual ball given by the O. R. C. of A. No. 179, on the night of February 22d, and was the largest and most successful ball, both socially and financially, that has been given in this city this winter, the arrangements were as complete as they could have been and everything went off without a hitch at any time, and a very enjoyable time was had by all. The grand march was led by Bro. Rader and wife with 201 couples in the line. The general grievance committee of the A. T. & S. F. railroad now in session here were invited in a body and did us the honor of attending and enjoyed themselves only as conductors and brakeman can do when away from home. At 11:45 they announced that they would stop at the next station for supper, and a rush for the dining hall was made and everyone seemed to think that Frank Long of the Commercial restaurant was the right man in the right place. Dancing was commenced again at 12:30 and continued until every one said hold, enough, when home sweet home was played and all went away feeling that they would not have missed it for anything, and the committee of arrangements feel gratified that their labors have been crowned with success.

We had the pleasure of meeting Bro. A. B. Garretson. G. S. C., yesterday, he having arrived in town during the night of the ball, and the committee not knowing of his arrival failed to get his presence at the ball, in fact did not know he was in the city until next morning, and we hope Bro. Garretson will forgive us for this seeming slight for we would have been very glad to have had him present.

Div. 179 is in a fair condition and growing, taking in new members right along. We have a good set of officers and they attend meetings regular and the members take more interest in the work of the Order now than ever, and I hope they will keep it up, for good workers make a good division, and members could keep posted on the work of the Order if they would attend and not have to ask a Brother, "Well, what did they do yesterday?" I tell them to come up and see.

Hoping I have not intruded on your time and space I remain Yours in P. F.

FRITZ.

CINCINNATI, OHIO, Feb., 21, 1892.

E. E. Clark, G. C. C.

I to-day organized Blue Grass Division No. 322 at Covington, Ky., with twenty-six charter members, twenty-three of whom were present. Twenty of this number were transferred from other Divisions, and six were new members. After the division was duly constituted the following officers were elected:

C. C., T. H. Wall; A. C. C., H. C. Farmer; S. and T., M. D. Felkner; S. C., F. P. Fish; J. C., G. E. Thomasson, I. S., C. O. Lever; O. S., G. W. Calkins; Div. Com., T. H. Wall, C. H. Spencer, C. O. Lever.

This division will meet the first and third Sundays at 2 p. m., in Knights of the Golden Eagle Hall, southwest corner 6th and Madison streets. A very pleasant meeting was held from 11 a. m. until 7 p. m. with an interval of an hour for dinner. I believe in a short time that Division 322 will be one of the best divisions in the Order. Any Brother who has an opportunity of visiting them I hope will do so and I can assure them of a hearty welcome—in P. F.,

C. H. WILKINS, A. G. C. C.

CLIFTON FORGE, Feb. 6, 1892.

Editor Railway Conductor:

We had our election of officers on December, 1891, and elected the following officers: C. C., S. C. Buster; A. C. C., J. N. Kames; S. and T., W. H. Lewis; S. C., W. L. Wood; J. C., C. C. Wagner; I. S., J. M. Dudley; O. S., M. P. Lynn; Del., J. H. Baker; Alt., W. L. Wood; Corresponding Secretary, C. E. Pugh; Grievance Com., W. L. Wood, chairman, S. C. Buster, C. E. Pugh.

I believe this selection of officers is as good a one as Division 184 has ever had and we trust the division will prosper under their care and management. Division 184, as a great many others, has to stir some of its members up sometimes to get them to attend meetings.

Freight has been very heavy for the last six or seven months and kept the boys out of town nearly all the time, but we hope to make a better showing in 1892. Bro. Lewis and myself will do all we can to get the Brothers to subscribe for THE CONDUCTOR.

Yours truly in P. F.,
C. E. PUGH,

MEMPHIS, TENN., March, 1892.

Editor Railway Conductor:

Division 175 send greeting the glad tidings that our old member of this division, a Memphis

raised boy, who has a host of friends here among our very best citizens, and who commenced his railroad career running out of Memphis and carrying with him from this city those sterling qualities (which characterized him while here) to Texas the state of his adoption, and by his exemplary life has drawn around him the very best elements of the city of his adoption, Fort Worth, Texas, until the name of R. M. Higgs is hoisted as a standard bearer of the people's right, and he ticketed to the lower house of the legislature of the great state of Texas. We send greeting to Fort Worth and to the Lone Star state, and assure the good people that Capt. R. M. Higgs will never sacrifice a principle or trail his banner in disgrace, unless he has changed since he left here (and we don't think he has.) You will find him a true friend and a foeman worthy the enemy's steel.

The many friends of Capt. R. M. Higgs will hail with delight the news of his election to the Texas legislature. By the way we would remind the good people of Fort Worth and the Lone Star state that Division 175 has plenty more just as good material that we can send down if you run short of good men, but none will prove truer to his trust than R. M. Higgs and we bespeak for him an honorable and useful career.

Yours truly,

LINK & PIN.

JERSEY SHORE, PA., Feb. 28, 1892.

Editor Railway Conductor:

On Feb. 22d at Torbert's Hall, Jersey Shore Junction Division 168 gave a ball for the benefit of M. C. Greenfield, who had the misfortune to lose his leg below the knee while in the discharge of his duties near Belle View, Ohio.

The following committee had charge of the arrangements: W. S. Carraher, Geo. D. Grey, J. J. Hacket, Thos. Smith and John Donevan, and I must confess that I am unable to do them justice for the manner in which they carried out the several duties assigned to them.

The hall was beautifully decorated with bunting kindly donated by the business men of the town. Mottoes of evergreen which were a credit to the designers, hung around the hall in thick profusion, illuminated by hundreds of red, white and blue lamps which gave the hall the appearance of a fairy land. The music was furnished by the Lock Haven Germania band which was highly appreciated by everyone in attendance.

The hall commenced to fill up until about one hundred and fifty couples had arrived when the grand march was formed and thus commenced one of the best attended and best conducted balls ever held in this vicinity.

The supper which was served in an adjoining room in the building was largely donated by ladies whose husbands are members of our division, and too much cannot be said in praise of these ladies who had charge of this part of the program.

I will not go into details in regard to this night's enjoyment, suffice to say, that everyone went home well satisfied with the evening's entertainment.

In connection with this communication our division wishes to extend thanks to the officers of the B. C. R. for the courteous manner in which the committee of arrangements were treated by them, and to Mr. Torbert for his kindness in donating the use of the hall, to the engineers, firemen and trainmen for their kind attendance. We also wish to thank Proprietor Duncle of the Duncle House, who so generously donated a clock which was chanced off at the hall, the net proceeds of which amounted to a neat little sum.

And last, but not least, do we wish to remember the veteran engineer, Jim Roberts, who filled the position as one of the floor managers, and whose smiling countenance and genial disposition made every one feel happy, who came in contact with him.

Yours in P. F.,
MAX.

SUNBURY, PA., MARCH 7, 1892.

Editor Railway Conductor:

It becomes my pleasure again to wield my pen in behalf of Division 187, but owing to my penmanship I suppose the printer who should strike the bad luck to set this copy up, feels much discomfort at the sight presented before him. There it is, not punctuated, here and there a capital letter left out; but after all you know a printer shoulders a great deal, they are a patient piece of humanity, that is what makes them so dog-gonned lean and lanky (no offense). Summer picnics will soon be here and the large (lean and lanky) felt want shall be filled if I have to set them up myself with circus lemonade made out of canal water.

Well, our election has past and gone and we have done our duty like honest men and are satisfied with the result which is as follows: C. C., John H. Ellenberger; A. C. C., W. H. Shafer; S. C., C. W. Toole; J. C., Richard Druckemiller; (poor Richard) I. S., Frank Long; O. S., E. M. McAlpine; (fatty) J. B. Vandyke, Del. and Sec.; W. B. Koch, Cor. Sec. We have much to be proud of. We have taken in six new members this year so far and we have five awaiting initiation, and I believe every member belongs to the

insurance department, so you can see we are booming. There has been quite a change in the passenger runs of conductors on the Sunbury Division of the P. & E. railroad. J. B. Vandyke now runs from Wilkesbarre to Pottsville, Lawrence Poff runs from Sunbury to Shamokin, Zack Moyer runs from Wilkesbarre to Sunbury, John McDonald runs from Sunbury to Hazleton. The late deal of the P. & R. may bring about some changes when their plans are consummated, as our division uses the L. V. R. R. tracks for twenty-five miles namely, Tomhicken to New Boston Junction and which the P. & R. now controls by lease.

The new branch of our division will soon be completed from Pottsville to Minersville a distance of about twelve miles, and the probabilities are that it will finally be extended to Williamstown where a connection will be made with the Summit branch railroad and will make a short route to Harrisburgh from Pottsville. The object of building this road is to reach the lower coal fields of Schuylkill county and for a feeder for the P. S. V. railroad.

We are glad to learn that the members to the insurance department are on the increase and hope when 1893 rolls around that 25,000 certificates of membership will be reported on the rolls. I must close for this time as the noisy tread of the call boy is approaching and I must make him aware that I am up before he batters the weather boards to slivers. So long. (this is Pennsylvania dutch for adieu.)

W. B. KOCH, Cor. Sec.

ROME, GA., March 9, 1892.

Editor Railway Conductor:

Some time has passed since I have seen anything in your valuable journal about Rome Division 230, so I will make my first attempt. Our division had the pleasure of a visit recently of our A. G. C. Wilkins and he met only a few of the boys as they were out on their runs and it was not our regular meeting day; but the few that did meet him were highly pleased with him and hope he will pay us another visit soon.

It is with much regret we must part with our excellent chief conductor, C. M. Fouché; regrets are vain but we have one consolation and that is he will still be a member of 230 and will always be a welcome one. One and all members wish him much success in his new home Americus, Ga. We were compelled to accept his resignation as chief conductor, and we think in the promotion of our assistant chief we have a good chief and one whom every member of our division likes, namely, F. F. Starr. At our last regular meet-

ing we elected our worthy brother, J. N. Teague as assistant chief and he is a good one if he won't make a speaker.

We change our regular meeting hour from 2 p. m. to 9 a. m. commencing on April 10.

Since I have been a member of the O. R. C. I have never seen so much enthusiasm manifested in a division as has lately struck ours and I am glad to see the good work go on. It may be that our division in the past has not been the banner division, but with the new year '92 we will try and make it one of the principal divisions in the south.

Our officers for this year are: C. C., F. F. Starr; A. C. C., J. N. Teague; J. C., Chas. H. Rawlins; S. C., W. C. Smith; I. S., W. E. Corbin; O. S., H. A. Hawkins; Grievance Committee, Lewis Turner, chairman, W. P. McKinnon, T. N. Senter; and last but not least our S. and T., W. E. Russell, a man among men and one that Division 230 appreciates.

Our attendance has been exceedingly good lately and at nearly every meeting we have applications for membership. With such men as Capt. W. P. McKinnon, R. N. Harris, Bidney Moody, J. T. Barnes, J. N. Harris, H. Given, and if I mentioned all the good members 230 has it would occupy too much of your valuable space.

I think "Federate" in the January journal struck the key note when he said attend your lodge room more regularly, co-operate and federate. I would like to know the man that wrote such a piece and hope I shall some day meet "Federate." I, like he, wish to God that we had more mosses in our ranks than we have. I am sure that it would do every member of the Order good to read his communication in the January journal. Well, I must stop, may this year of the Order universal be something remarkable and may the good it has done in the past be like a guiding star in the future.

I am Yours in P. F.

CLIFTON M. RAWLINS.

New Castle Division, No. 326.

There was a notable gathering of railway conductors in this city on Sunday, the occasion being the organization and installation of officers of New Castle Division O. R. C., No. 326. This important event had been in contemplation for some time, and every arrangement had been made to make the meeting a grand success. Invitations had been extended to members of the Order in Youngstown, Niles Sharon, Sharpsville and other places to be present, and a special

train was run from Sharpsville on the N. Y. P. & O. road. A grand banquet was prepared in the Jr. O. U. A. M. hall, on Pittsburgh street, and the spread was one that was certainly worth the trouble of coming many miles to partake of. There was everything on the table that the most fastidious could desire, and great credit is due to the caterer, William Moore, for the special efforts made by him to have everything in the best possible shape. Before half past one o'clock there were fully sixty conductors present, and when dinner was announced, which was shortly before two o'clock, every chair at the three tables was soon filled. T. E. Malone, representing the *Courant*, had been previously invited to be present, and was the only newspaper man there. He hereby testifies to the merits of the feast and extends his sincere thanks to the conductors for the kind manner in which he was entertained.

The installing grand officers present were as follows:

J. Morris, District Grand Chief, of Youngstown. Mr. Morris is a popular conductor on the New Castle division on N. Y. P. & O.

Deputy Assistant Grand Chief Conductor Geo. Happer, of Sharpsville.

Deputy Grand Senior Conductor, Daniel Connel, of Youngstown.

Deputy Grand Junior Conductor, T. J. Tomkins, of Niles.

Deputy Grand Inside Sentinel, D. C. McFarland, of Youngstown.

Deputy Grand Outside Sentinel, J. W. Wright, of Sharon.

Deputy Grand Sentinel, C. H. Peters, of Sharpsville.

The officers of the New Castle division who were installed Sunday are as follows:

Chief Conductor, W. J. McKinley of West New Castle, passenger conductor, E. & P. railroad.

Assistant Chief Conductor, O. Irvin, of Mahoningtown, passenger conductor on the A. Y. & P. Secretary and Treasurer, P. Minehan, of New Castle, conductor on N. Y. P. & O.

Senior Conductor, James Hammond, Mahoningtown.

Junior Conductor, P. McCann.

Inside Sentinel, W. J. Greer.

Outside Sentinel, John Wink.

Trustees, J. L. Welsh, Mahoningtown, F. Van Brocklin, New Casile, Frank Bien, New Castle.

The above are all steady, competent, men and under their direction the new division, which starts off with about twenty-five charter members, will surely flourish. For some time Mr. P. Minehan, Frank Phelps and W. J. McKinley, of West New Castle, have been working hard to get the new

local division in shape, and they are deserving of great praise for the successful manner in which all the details of the arrangements were carried out. One very noticeable thing connected with the meeting was the quiet, orderly and systematic manner in which all business was transacted. It was a gathering of a class of railway men who are noted for their intelligence and good morals, and whose promotion has been due to the recognition of these rare qualifications by the railway official. It was after five o'clock when the officers of the new lodge were installed and about that time the visitors began leaving for their respective homes. The Sharon, Sharpsville and Youngstown delegations returned via the N. Y. P. & O. special and the P. & W. and it was after seven o'clock before the last of the visiting conductors had departed.—*New Castle Covenant*.

The Conductors' Ball.

We are indebted to the *Mail and Times* for the following account of the ball given by the Des Moines Division No. 38.

There were fully two hundred "on board" at the conductor's ball in the Kirkwood house last Friday night. The signal to "go ahead" was given at 9 o'clock. Thayer & Kromer, in the evergreen cab at the south end of the ball room, pulled the throttle, the music steamed forth and the festive feet began to move. Conductor H. J. Doyle, of the Maple Leaf, "engineered" the grand march with Mrs. Doyle in seal brown silk and old lace. The decorations were strikingly appropriate. Over the arched entrance to the ball room was suspended the white silk emblematic banner of the Order of Railway Conductors, Div. No. 38. resplendent in red, green and gold. The three sets of chandeliers had on red, green and white globes—the railway colors—and stretching from the orchestra "cabin" to the side walls were suspended rows of silver lanterns, with red, green and white globes, each in full illumination and bearing the name of the conductor who brought it. Evergreen ropes or "bell cords" ran from chandelier to chandelier, and vases of roses stood on the sideboards. The excursion tickets were \$3 a couple, including the dining car, and there were twenty stations. Three or four "extra stops" were made at waltz, polka and plain quadrille crossings. There were a number of collisions, both head and back enders, and some mishrorn switches in the minuet quadrille, but there were no fatalities, injuries or derailments, and the wheeling terpsichoreans all came in on the home stretch flushed with enjoyment. The

end of the division was reached at 3 a. m., the cars side tracked, the orchestra and hotel crews paid off, and the cons dispersed with their wives, sweethearts and lanterns to their coaches and cabooses. All the committee united in receiving and looking after the excursionists, introducing and "coupling" the dancers and "making up" the quadrilles. They were Rock Island Case and Ellis, Maple Leaf Doyle, Phillip, Clifford, Boehm, Shields, Wharff and B. D. Cavanaugh, C. & N. W. Evans, Wabash Wood, and Fonda Finicum and E. J. Cavanaugh, Flannagan and Fox "missed connection." Spectators along the route were surprised at the gentility, decorum and familiarity of the cons with the dances, especially at "Yorke," "Comus," "Minuet" and "Rye." Although the conductors have had no ball since the great \$1,000 charity dance in the old roller skating pavilion in 1886, they were right at home on the floor, and didn't get tangled up in lancers, prairie queen or Saratoga intricacies of figure and step. They are as always a manly, deferential, admirable set of fellows, large hearted and gallant, despite their hard, exposed broken lives. They were nicely dressed and the committees wore coat badges of red, white and green ribbons, inscribed with bronze letters. The ladies were fashionably attired, many appearing in rich decolette gowns with "trains," and there were many flashing jewels. The dining car "Kirkwood" served from a bounteous and appetizing larder a bill of olives, pickles, boned turkey with aspic jelly, smoked beef tongue, cold ham, cold roast turkey, sandwiches, chicken salad, chocolate, cocoanut, English currant jelly, silver and spice cake, orange ice, vanilla ice cream, bananas, oranges and coffee. The orange ice was served "between stations" all evening, and the (ice) water tanks kept flowing. The receipts were over \$300 and the expenses less, the Order expecting to have about \$100 left in the treasury after the sums total of the affair are received and paid.

A Gentleman.

Let no boy think he can be made a gentleman by the clothes he wears, the horse he rides, the stick he carries, the dog that trots after him, the house he lives in, or the money he spends. Not one or all of these do it; and yet every boy may be a gentleman. He may wear an old hat, cheap clothes, live in a poor house, and spend but little money. But how? By being true, manly, and honorable. By keeping himself neat and respectable. By being civil and courteous. By respecting himself and others. By doing the best he knows how. And finally, and above all, by fearing God and keeping His commandments.—*The Myrtle*.

"Billy" Pinkerton wants an investigation; why not let him have it?
**

How do you like the addition to the division directory that appeared last month for the first time?
**

Don't forget to write to your senators and representatives in relation to the important matters now pending before congress.
**

W. T. Oliver of Chicago Division No. 1 and J. A. Henry of Battle Creek Division No. 6 are sojourning at Hot Springs.
**

The New York Senate has passed the Assembly anti-Pinkerton bill and it now goes to Governor Flower. "What will he do with it?"
**

The Brunswick, at Moncton, N. B., is one of the finest hotels in the dominion, and the boys in that section should remember it.
**

The secretary of Palestine Division wants to hear from Bro. Jas. McComb who was last heard from on the Iron Mountain at Little Rock.
**

A chance for conductors' wives, see the offer of S. H. Moore & Co. on advertising page 3. This firm is reliable and will redeem every promise faithfully.
**

Mrs. H. Waters of Rock Island, Ill., has a copy of the *Boston Gazette* dated March 12, 1770, which contains an account of a tea party that occurred about that time.
**

Brother Ed. Erway of Division 53 is requested to send his address immediately to the secretary of the Division, Brother C. S. Williams, 822 Morgan street, Denison, Texas.
**

Not the least attractive feature of Dan Honin's holiday paper is that of the young "sorrel tops" on page 35. There's room for an hour's study in the expression of these little faces.
**

We are pleased to note the re-election of Hon. A. B. Ingram to the Ontario House of Commons by a largely increased majority. Mr. Ingram is a brother of W. H. Ingram of Division No. 13.

Conductors, when passengers ask you about hotels, remember that you can conscientiously recommend those advertised in THE CONDUCTOR.
**

Note the "co-employé" bill introduced by Senator George which we print in another column and before you forget, express your opinion in regard to it to the senators from your state.
**

The Standard Silver Ware Co. want agents, and we call the attention of conductors to their advertisement in this number. It is a good opportunity to add to your income.
**

A good many people just now are speculating on the probable reward that Messenger McInerny will receive from the express company for defending its property at the hazard of his life.
**

"An immense success" is the general verdict on the ball given by Des Moines Division No. 38, on the 26th ultimo. The boys at the Capital City know how to run such things as well as trains.
**

The Indianapolis street car strike is not yet settled by any means and the cars are now running over what may be a "volcano." The Order is represented on the general advisory committee by Bro. Harry Mounts.
**

Those who missed attending the third annual ball of Division No. 32, at Meadville, Pa., February 23d, missed a rare opportunity for enjoyment. The occasion was one of the most successful in the history of the Order.
**

To the efforts of Bro. Allen, a member of the Utah legislature, employés in that territory are indebted for a passage of a bill for the protection of dismissed employés and which, if it finally becomes a law, will effectually prevent black-listing.
**

Bro. Sam Brown has our thanks for an invitation to a reception and ball given Feb. 25th by the Tammany Association of the eighth assembly district of New York. Shake Sam; didn't know you were "wid us" before. Sorry we couldn't be present.
**

Since March 5, Brother Clark has been confined to his room with a severe attack of La Grippe, and while at this writing no dangerous symptoms have developed, it is extremely incon-

venient both for himself and for the work which suffers by his enforced absence.

Scoville Jewett, son of the well known and popular Mo. Pac. passenger agent, Brother E. S. Jewett, has been appointed assistant paymaster in the United States navy and congratulations are in order, and THE CONDUCTOR does not propose to be "out of order."

There are no people on the face of the earth who so thoroughly appreciate the advantages of a good education as conductors, and they are all anxious to give their children the benefit of the best within their means. Those who have children, we refer to the advertisement of Seymour Eaton.

L. W. Reese is "State Organizer" for Iowa for the Railway Employes Club. This information will be an inducement to members of Division 78 to join the club, while we shall not be surprised if two or three New York divisions move to Iowa for the express purpose of placing themselves under the guardianship of Mr. Reese.

Inquiry is made for Bro. F. E. Hill, formerly secretary of Boston Division No. 122. Bro. Hill is about five feet four inches tall, brown hair, grey eyes and weighs about 140 pounds; any information in regard to him will be thankfully received by his wife; address 16 Tyler street, Boston, Mass.

Members of the Order who are Knights of Pythias will be interested in the announcement that there will soon be issued from the press of the H. Moore Publishing Company, Washington, D. C., a novel entitled *The True Knight*, which will be historically correct and give the basis upon which the Order is founded.

All good housewives will be interested in the advertisement of the Perfection Flour Bin and Sifter, which appears in this number for the first time. That it is a most convenient and economical addition to the furniture of the kitchen or pantry is a fact that must be plain to all and we do not hesitate to recommend it to our readers.

About April first, the offices of the Order will be moved into the new Granby Block, on the corner of Third street and Third avenue, where we shall be glad to have all our friends call. Meantime we ask Brothers to be lenient in regard to errors and delay about that time and to credit it to "moving."

An alliterative journalist is he of the Bucyrus *Evening Telegraph* who heads his railroad column, "Rumble and Roar. Regular Round of Railroad Racket Readily and Reliably Recorded by Rapid Reporters, Railroads and Railroaders. Ruddy Red Rays Reflected Right Radiantly." And that R all.

Born to Bro. D. H. Seaver and wife, Feb. 17th, a son who has already progressed far enough to

earnestly pray his parents not to name him after his paternal ancestor, for said he, "I don't want to go through the world as a D. H. package." The "old man" saw the point and said that he would Sea-ver-y soon what could be done about it.

Bro. C. Bailey of Div. No. 91 had the misfortune to have his valise stolen from his caboose on the Mexican National R'y at San Luis Potosi. The valise contained his division card for 1891, No. 5810, and letters of recommendation from the Canadian and Union Pacific railroads. Bro. Bailey requests that anyone to whom any of the above papers may be presented, will retain and return them to him.

A circular issued by the general manager of the S. C. & N. R'y announces that the offices of traffic manager and superintendent are abolished and that the duties of the superintendent will be performed by W. W. Flack who was appointed train master. That Bro. Flack will perform these duties with satisfaction to the company, justice to the employes under him and credit to himself, is a foregone conclusion.

THE CONDUCTOR is glad to note the indications of prosperity on the part of its neighbor, the *Daily Republican*, made manifest without any warning by its appearance in new type throughout and its enlargement to an eight page paper and there is certainly no excuse for anyone in this section, taking a Chicago paper to get the news. The *Republican* fills the bill completely.

Among the papers which come to THE CONDUCTOR's desk, none are more welcome than the lively and enterprising *St. Louis Chronicle* which is emphatically a newspaper; in fact as claimed by the paper itself, "if you don't see it in the *Chronicle*, it hasn't happened." Three new, double, Potter fast presses have just been added to the *Chronicle* plant and it comes out in an entire new dress. Its enterprise and liberality deserve success and seem to be receiving it.

Apropos of the Reading "federation" with the Lehigh Valley, Lackawanna and Central New Jersey roads, which has caused so much comment during the past few weeks, it should be remembered that the Reading opposes anything of this kind on the part of its employes. The one promising feature to employes is the attack of a prominent P. R. R. official upon the legality of the deal and it begets the hope that the old adage may be fulfilled.

The *Evening Gazette* of this city, finding its facilities unequal to the demand for an independent, republico-democratic paper, has just placed in operation a new fast press and new type and now presents a metropolitan appearance. Fred will undoubtedly object to the political classification which we have accorded him, but we will let him if he wants to and he won't object to our opinion that he knows how to make an interesting and successful newspaper even if he is occasionally somewhat erratic and uncertain.

The Weekly Review, of Taylor, Texas, finds its way to our desk for the first time, and at the "mast head" we find the pennant of Brother W. S. Carter as business manager. Brother Carter is we believe, a member of the B. of L. F. and until recently was the railway editor of the *Taylor Texan*. Success to you Brother Carter, and we welcome the *Review* to our exchange list with the expectation that we shall be able to clip many good things from it in the future.

Judging from newspaper reports, General Manager Hills of the S. C. & N., considers it a crime to ask for an increase of pay. It is reported that both engineers and conductors who served on a committee asking for an increase have been dismissed. Mr. Arthur is in Sioux City at this writing, endeavoring to settle the trouble for the engineers and the matter has been taken up by Division 232 for the conductors. It is safe to say that unless Mr. Hills has been incorrectly reported, he will be obliged to reinstate the dismissed men.

General Manager Robertson, learning that the conductors on the Monterey & Mexican Gulf R'y were arranging for the organization of a division at Monterey, called some of the men who were energetic in the matter, to his office and informed them that all efforts to organize there must stop at once—unless they would permit him to provide a hall in which to hold their meetings and to properly furnish it for them. Such an order was of course surprising to the boys but none the less appreciated and we venture the assertion that its effects will be beneficial in more ways than one.

Have you written to your congressman urging him to support Mr. Watson's bill for the suppression of the Pinkerton outrage? Have you written to the senators from your state urging them to support Senator George's bill defining corporate liability for injury through negligence of a co-employé? Have you taken up the above and the coupler matter in your division? If not, better write the letters to-day and move for division action at the next meeting. A powerful lever is in your hands if you will only bear down on it.

The following explains itself: "At the last regular meeting of Pine Tree Division No. 66, Order of Railway Conductors, it was unanimously voted: That the sincere and heartfelt thanks of this division be extended to the ladies for the beautiful banner presented by them December 13th, 1891, and as we accept this appropriate and costly gift, we gratefully appreciate the interest and regard thus shown the Order, and shall proudly cherish the banner as a token of esteem from those bound by ties of love and friendship, to the members of the O. of R. C."

Bro. Hall announces that he goes to the St. Louis editorial conference expecting to be convinced of the error of his opinions in regard to many things, but we suspect that Brother Hall is some what like the rest of us in that respect, and that we all resemble the old Scotch lady who was told by her pastor that he did not think she was

open to conviction on some religious subjects on which they differed. This expression of the dominie was indignantly resented, and the lady declared in emphatic terms that she was at all times ready and willing to be convinced, but "deil a body in Scotland can convince me," she added.

From all that we can learn, the Railway Agents' Association is enjoying well-merited prosperity and making healthy progress. It seems to us to be the coming organization for railway agents, and we hope soon to see it regain its old time strength and influence in the state. We do not endorse the association fully in all its features, but it seems to us that it is on the right road and will soon be in hearty accord and sympathy with its sister organizations. The Grand Division is now in session at Jacksonville, Fla., and we look for beneficial results from its deliberations.

For those who desire something better than the paper cover edition of *Off the Track and On the Train*, an elegantly bound edition in cloth has been issued, and which is sold at the low price of one dollar per copy. The writer can unhesitatingly commend the book to members of the Order, with the exception of the portion referring to himself, which however much we may relish it, truth compels us to admit is in some particulars, much more flattering than is deserved. All those who participated in the trip described, will want a copy of the cloth bound book, and can get it by addressing the author, Miss Lura E. Brown, 322 North Gaines street, Little Rock, Ark.

We are in receipt of definite and authoritative information that Mr. Brice is not interested in the mines in Tennessee where the infamous convict labor system is employed, and that he consequently has no power to prevent it, and is not in any way responsible for it. We are glad, indeed, to be able to make this statement, and it is not upon the authority of the Brother quoted from in the last issue of *THE CONDUCTOR*. It is a well known fact, that the railroads in which Mr. Brice is interested, are liberal to their employés, both in treatment and wages, and we are glad to be able to do justice to the gentlemen in the Briceville matter.

A Universal Knowledge Bureau is one of the latest and it has been inaugurated in New York City by J. Armory Knox of *Texas Siftings* fame. Any person who wants to know anything under the sun almost, can be accommodated by applying to this bureau; the regular fee for answering questions which do not require special search, time and inquiry, is twenty-five cents and for those which do require special inquiry, an estimate of the cost will be sent to the inquirer immediately. Any question that is not absurd or unanswerable, will receive a prompt reply if the regular fee is sent. Address the Universal Knowledge & Information Bureau, World Building, New York.

At a recent hearing on the coupler question before the senate committee on inter-state commerce, Bros. Sargent and Wilkinson were present and addressed the committee, and unless Bro. Wilkin-

son is incorrectly reported, his remarks bear out the opinion expressed by THE CONDUCTOR, that the members of the B. of R. T. were not by any means unanimously in favor of the M. C. B. coupler, and a fair inference from what he is reported to have said, is that Bro. Wilkinson himself does not favor the M. C. B. Bro. A. D. Shaw, deputy third auditor of the treasury and an officer of the yardmasters, represented that organization, and by request, presented the views of the writer to the committee.

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A majority of the republican papers of North Dakota are insisting that Bro. A. L. Carey, now the efficient Insurance Commissioner of that state, shall be placed upon the republican ticket as candidate for governor, and THE CONDUCTOR hopes that Bro. Carey's objections will be overcome and that he will be the next governor of the new state, and if he should be, he will make such an one as the citizens of the state and members of the Order everywhere will be proud of. We have known Bro. Carey a long time and the only real bad thing we have ever known of him is his politics, yet if a citizen of North Dakota and he was the candidate, we would be a republican once.

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Bro. H. S. Reardon writes us that he has not received THE CONDUCTOR, and in reply we wish to say, if he will just arrange to have his promotions come a little slower, we will try and have the U. S. mail catch him with THE CONDUCTOR. Commencing last year, we changed his address as directed but about the time the book was mailed, would come a notice of his appointment to a better position and consequent removal to another point. The last is the information that he has been appointed train master of the Louisville Southern which brings him back to Louisville. Success to you, Horace, is the wish of THE CONDUCTOR as well as of hundreds of other friends.

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The Falls Branch Jellico Coal Company have only been in operation a short time but are shipping fifteen cars daily from their mines and they expect to increase the out put to about five hundred tons daily during the coming fall. The Jellico coal is the best that is sold in the south and is consequently the cheapest, and readers who consult their own interests will ask for it and decline to take any other. Bro. J. E. Fagan of Division 139 is a director and stockholder in this company and asks that conductors and railway employees generally, test the truth of this statement by trying the coal and recommending it to their friends. It is for sale at all of the principle points in the south including Atlanta, Rome, Griffin, Ga., and Chattanooga and Knoxville, Tenn.

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A unique surprise was perpetrated on Brother William Shea, yardmaster for the Illinois Central at Rockford, Ills., at his home on Ferguson street, the occasion being his thirty seventh birthday. He had been inveigled out to Mr. Swits' for the evening, when word came from the general agent, Mr. Brown, to hurry home at once and get ready to go to a wreck. Brother Shea promptly responded, and on reaching home tumbled in on

about 60 of his friends, who had evidently come to stay, for the evening at least. Their main errand, as appeared presently, was a surprise presentation of a chain and O. R. C. charm, from his comrades of the Order of Railway Conductors. Mrs. Shea helped carry out this little plot, not knowing that it included a present to herself of a handsome parlor lamp from the neighbors.

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"Isn't it elegant?" "Beats even the furnishings of the Auditorium," "Knocks Denver out completely," "San Francisco isn't in it," "Won't it give Salt Lake a big name down East, though?" were the exclamations of pleasure, if not actual delight, of the throngs who poured in at the front door of the Hotel Knutsford and streamed all over the house from 3 o'clock yesterday afternoon until nearly midnight. It is estimated on a fair and conservative basis that somewhere in the neighborhood of fifteen thousand people visited the hotel on the occasion of the grand opening. What with the Fort Douglas Sixteenth Infantry Band playing select music and the seemingly endless stream of admiring humanity passing through the doors, Manager Gus Holmes must naturally have experienced a thrill of delight and pride in realizing the success that is in store for his indefatigable energy, perseverance and courage. The Hotel Knutsford is unquestionably, in point of magnificent and massive appearance, superb furnishings and elegant appointments, incomparably superior in every way, to any hotel west of Chicago.

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Brother R. H. Crawford, who in behalf of the U. P. committee presented the charm to Brother Clark, at Omaha, on the occasion of his thirty-sixth birthday, did so in the following well chosen words which came to us too late for the February issue:

"Brothers, we have assembled here this afternoon for a purpose that gives joy to the hearts of all who appreciate the real worth of a good and well-tried brother. Brother Grand Chief Conductor, you are aware that our committee has been in session here for about forty days (no nights), and as we have learned that this is your thirty-sixth anniversary we have been called from our duties to take up a labor of love. I have been selected by our Brothers of this committee to present you with this insignia of the position which you have attained by an upright, honorable, private and public life. Let it remind you, as you look upon it, of this hour and of the circle of friends and Brothers that now surround you. Emblazoned on this side you will see a cross and crown. The cross ever reminds us of Him who was nailed upon the cross on Mt. Calvary. He who died that we might live—ended His career on earth as a man. The crown brings fresh to our minds the promise that whosoever will may wear the crown of everlasting life in the great unknown beyond. Accept this, my Brother, and wear it. We feel, yes know, that no act of yours will ever bring disgrace on yourself, the Order you so ably represent, or the grand body to which this token alludes."



Not "Ben Hur," but "Her Ben."

Clerks in bookstores often have strange requests. The other day a lady walked into a store and inquired of one of the lady clerks for a copy of "Her Ben."

"You mean 'Ben Hur,' General Wallace's book," the clerk replied.

"No, indeed. I never heard of that book. The one I want is 'Her Ben.'"

The clerk asked the author, but the lady could not tell who it was, and as a last resort the question was appealed to Columbus T. Dollarhide, one of the oldest clerks in the retail book department, and who is recognized as a human bibliograph.

"Why, yes, we have it," said he. "The lady is right. The book she wants is 'Her Ben,' an old Sunday school work published by the Methodist Book concern.—*Indianapolis News*."

Serving Two Masters.

Uncle Billy recently developed a great deal of interest in religious matters, and it was observed with a good deal of surprise by several boatowners that he was no longer ready and willing to take a hand at the work they offered him. One of the men who had depended a good deal upon his services said:

"I'm sorry that you won't work any more."

"Deed, sah, I is puffkly willin' to wuhk, but I can't wuhk in yoh boat."

"Why not?"

"Kase she's a two master."

"Why, that's no reason at all."

"Massa, ef you wants to 'peril your own soul, 'tain' none ob my business, but de good book says plainly as day dat no man kain't sarbe two masters.—*Washington Star*."

"What was the trouble at the seance last night?" "Jones asked to communicate with the spirit of his first wife." "Yes." "While he was talking with her his second wife came in and broke up the circle."—*New York Press*.

Motions in a Court of Justice.

A rather crude citizen of Seguin, a small town in western Texas, was elected justice of the peace, and the only law book he had was Cushing's Manual. The first case before him was that of a cowboy for stealing a steer. When the case was called the leading lawyer of the town, the Hon. John Ireland by name, was there to defend the prisoner.

"As there is no counsel for the other side," he said, "I make a motion that the case be dismissed."

The justice looked over his Manual. "A motion has to be seconded," he said.

"I second the motion," promptly responded the prisoner.

"The motion has been seconded that the case be dismissed," said the court. "All in favor will please say 'aye.'" The prisoner and his attorney voted "aye."

"All opposed will say 'no.'" Nobody voted.

"The motion is carried, and the case is dismissed," repeated the court. "A motion to adjourn is now in order."

The prisoner made the motion, and the court adjourned.—*Lancaster Law Review*.

"What's the charge against this man?" "Resisting an officer." "Yer honor," said the prisoner, "I never knew he was an officer. He never hit me with his club once."—*Washington Star*.

Manager (boastfully)—"Our theater has been newly fitted up; the curtain—in short, everything is iron." Critic—"Yes, yes, everything except the performers, and they are wooden."—*Fliegen de Blaetter*.

The Rector's Wife—"And how have you managed to get along this winter, Mrs. Murphy?" Mrs. Murphy—"Sure, ma'am wid the help o' God and a few servant girls I've pulled t'rough."—*Puck*.



Our readers, who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

SHALL WE HAVE AUTOMATIC COUPLERS?

The reply to this question rests very largely with the employes, and we wish to call the attention to the communication of Hon. L. S. Coffin, in this issue, for the double purpose of endorsing as heartily and emphatically as possible the opinion expressed by him, that you each and all, individually and collectively, the gentle reader as well as those of the sterner sex, should use what little influence you may have, be it much or little, with congressmen and senators. As a matter of course if only an occasional employe takes the trouble to write and forward a resolution, it will amount to nothing, but if every member, every member's wife, mother, sister or daughter writes and every division promptly acts, it will have an influence upon the matter that will be of inestimable advantage and we believe that some beneficial legislation will be enacted. If, however, each member thinks my single letter won't have any influence, and each division fails to act because a single resolution will not be of much effect, nothing will be done to inform legislators that you not only have an interest in the matter, but that you are awake and watching its progress. Don't let the ladies, in accordance with the suggestion of the editress of that department get the start of you, but let us hold our end even with them in this respect.

Again we wish once more to restate the position of THE CONDUCTOR on the coupler question, and we wish to request every member and every division and every one of our lady friends to think the matter over carefully, and then when you write, state distinctly what you believe to be the best way to accomplish the purpose, whether it is the adoption of the bill prepared by Mr. Coffin, and which means the adoption of the M. C. B. coupler, or whether you think the position of THE CONDUCTOR, the switchmen, the yard masters, Bro Sargent and at least some of the members of the B. of R. T. is the one which will most surely and speedily abate the fearful loss of life and limb. That position is, that owing to the failure of the M. C. B. type to do the work required of it, its use should not now be made compulsory, but that a commission of practical men, one half to be from the employes in train service, shall be provided to select a coupler

or couplers, which upon their recommendation shall be adopted, and if such accommission, after a fair trial, shall decide that the M. C. B. coupler shall be selected, that it comes the nearest to the requirements, from that time, we shall advocate the M. C. B. coupler, but it certainly seems to us that those who are so zealously insisting upon the adoption of the M. C. B. evince a fear that in a competitive test they would be defeated. It does not seem to us that so eminently fair a proposition as a fair test and may the best win, ought to be rejected or opposed by any one, and we certainly think, that those who believe the vertical hook to be the best, ought to be earnest in supporting a proposition that would give them the opportunity to demonstrate it. The bill printed in the January CONDUCTOR, and which was introduced by Mr. Milliken, describes a practically perfect coupler; we believe that if this bill was to become a law, it would solve the question, but we do not urge its support because it would at once relegate to disuse the vertical hook, and we are willing that it should have an opportunity to compete in a trial.

FOR THE PROTECTION OF EMPLOYEES.

As we have stated in a former issue, Senator George has again introduced in the United States senate, a bill for the protection of the employes of corporations engaged in inter-state transportation and as we deem the bill of importance, we give it herewith, although it was printed in THE CONDUCTOR when it was pending in the fifty-first congress.

To protect employes and servants engaged in foreign and inter-state commerce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any sailor or other servant or employee employed in navigating any ship, steamboat, or other vessel engaged in commerce between the United States and any foreign country, or in commerce between the states, and any employee or servant of any person or company engaged in carrying passengers or property by railway transportation through the whole or part of two or more states, or between the United States and any foreign country, such servant or employee being employed in such business for such person or company, shall be entitled to recover from his employer or master damages for any injury he may sustain in such employment through the careless, negligent, or unskillful act or omission of his employer or master, or through the careless, negligent, or unskillful act or omission of his fellow-servant engaged on the same service: *Provided*, That the master or mate of any vessel, or the directors, president, vice-president, or superintendent

ent of a railroad company, or any officer or agent or employe of such railroad company or of the owners of such vessel who has the power to employ or discharge the employe or servant by whose act or omission an injury may be caused, shall not, if injured by such act or omission be entitled to the benefit or the provisions of this act.

SEC. 2. That no rule or regulation of such employer or master or company, and no agreement, between him or it and any servant or employe, shall exempt said employer, master, or company from the full liability imposed by this act, but every such rule, regulation, or agreement as to the persons protected by this act be, and the same is hereby, declared null and void.

SEC. 3. That where an injury shall be sustained of an employe whilst engaged in coupling cars on any railroad it shall be prima facie evidence of negligence on the part of the railroad company that coupling arrangements, about which said employe was then engaged, were not of the safest kind then known and in use

For some years past, employes of railroads have in a number of states, vainly endeavored to procure the enactment of some law that would relieve them from the injustice of the old common law rule, that frees the employer from any liability for injury to an employe that occurs through the carelessness or negligence of another employe and under this rule, it has been decided in some of the courts that everyone in the employ of a railroad company from the superintendent down to the section man are co-employes or fellow servants. A few of the states have enacted laws in regard to the matter, but all are more or less faulty and in some cases the constitutionality has been questioned so that the odds are largely against the employe in any effort to obtain justice and in many of our courts, it is held that a collision caused by a careless operator which causes the death of a conductor, brakman or engineer, who perhaps may never have known of the existence of the negligent employe, is a "hazard incident to the occupation" and one for which the employer is not liable to an employe though the liability to the passenger who may be injured or for the freight that may be damaged, is unquestioned. It does not seem to us that it ought to be necessary to say very much to arouse readers to activity in respect to this and other matters of vital interest to them, and there is not one who will not freely admit that there is crying need for relief, but the majority "wait for a more convenient season" or persuade themselves that it is of no use for me, a single person, to try to do anything as I haven't influence enough to accomplish anything; each waits for his neighbor to lead and as a consequence nothing is done and the bill dies a natural death in the committee room because we, the ones interested most deeply fail to make our interest known. The bill above referred to is now in the hands of the senate committee on education and labor and if every person who reads this, would immediately write a letter to the chairman or any member of the committee and urge a favorable report, it would have a most admirable effect. The following senators compose the committee, Joseph M. Carey of Wyoming, Leland Stanford of California, Wm. D. Washburn of Minnesota, James McMillan of Michigan, H. C. Hansbrough of North Dakota, James Z. George of Mississippi, James L. Pugh of Alabama, J. S. Barnour of Virginia and J. H. Kyle of South Dakota. As will be noted, the last section of the bill will be a powerful inducement to railway companies to provide automatic couplers if the bill should become a law

A RULING WANTED.

A brother writes us from Van Buren, Ark., asking that we get a ruling in regard to a train order and have it published. THE CONDUCTOR makes its own rulings on such matters although like the obstinate jurymen who could not induce the other eleven to listen to reason, it sometimes finds difficulty in getting them accepted and enforced.

Our correspondent does not give the rules under which the order is given so that we are obliged to decide on "general principles."

The problem is, if No. 5 receives a "regardless" order to D against No. 6 which has the right to the road, and later 5 and 6 get orders to meet at C, does 5 have the right to the main track at C? Our ruling is no, it does not. The order to run to D regardless of 6 does not give 5 the right to hold the main track at D and side-track 6, and even if it did, the later order to meet at C supercedes the first one. The standard rules do not provide for a "regardless" order literally, and under them, an order to No. 5 to run to D regardless of No. 6 could not be given. Forms C and D are however, practically "regardless" orders, the first or form C, giving an inferior train the right of track over a superior train and the form of order would be, "No. 5 has right of track against No. 6 to D." In the explanation it is definitely stated that if the trains meet at the designated point, the inferior train must take the siding unless otherwise directed. Form D gives all regular trains the right of track against a specified train and explains that this order gives all inferior trains receiving it, the right of track over the train specified and that the latter must clear all regular trains the same as if it was an extra; this of course would mean that it must side track.

SAFETY APPLIANCES AND CHEAP LABOR.

The *American Machinist* evidently does not believe in cheap labor. The following is from a recent issue of that paper.

The recent more than usual accidents on railroads and in manufactories—boiler explosions and the like—go to show the propriety of using the ordinary mechanical means for preventing such accidents, and as well to the close observations of experienced and skillful operatives. On railroads, for example, there should be not only a rigid block system, but the best men should be employed to supplement that system. In this case it would not be probable that the human intelligence and mechanical appliances would fail at the same time.

And about the boilers of a manufactory, they should be fitted with all the modern appliances that go to provide for safety, but as well should be under the eyes of strictly competent men.

There is everything to be said in favor of safety appliances in all branches of steam engineering—everything is to be said in their favor and nothing against them—but it is when there is an assumption that these appliances can take the place of skill that the mistake is made. These appliances should be considered simply as helps to the skilled engineer; they should be looked at as something to help him in the way of warding off accidents and bringing about economy of operation.

We believe, as before indicated, in the use of every actual safety or economical appliance, but we believe, even more, in the employment of the very best men to be had. In this country we trifle too much with the use of steam, whether it is employed on railroads or in manufactories.

THE C. P. STRIKE.

We have delayed the last form of THE CONDUCTOR in order to give to our readers the causes which brought about the present strike of brakemen and conductors on the western division of the Canadian Pacific Railway.

During the latter part of January, a committee representing the members of the Order and the Trainmen who were employed on the western division of the C. P., presented a request for some increase of pay and the correction of some injustices which existed. General Superintendent Whyte declined to make any concessions whatever, and when the committee decided to call upon the officers of the organizations, they were notified that if they did not immediately return home and go to work they would all be dismissed; the members of the committee declined to obey the mandate and were accordingly dismissed. Grand Chief Conductor Clark went to Winnipeg, and after an interview with Mr. Whyte, the dismissed men were reinstated, and Mr. Whyte advised them that as soon as he could make a visit to Montreal and consult with the general manager, he would call them together at Winnipeg and take up the matter of their requests. We are not advised as to whether the committee was convened by a notice from Mr. Whyte or not, but after his return from Montreal, they met him and endeavored to have a settlement of the wage question, and when we inform readers that two and a half cents per mile is all that is paid freight conductors, it will readily be seen that there was good reason for requesting an increase, but while carrying out his promise to meet the committee, Mr. Whyte did not redeem the promise to make a fair settlement. On the contrary he declined to do anything whatever, and the committee again sent for their grand officers. Brother Clark being sick in bed, Brother Garretson went to Winnipeg, and with Brother Wilkinson of the Trainmen, sought to arrange matters, but were met by a refusal from Mr. Whyte to discuss the matter with them, and this was followed by an order to the employes to withdraw from the organizations or be dismissed, and about one hundred employes were discharged because they refused to withdraw, and as a matter of course the strike followed. Comment is needless, and with the space available impossible, but those who have known the \$60,000 president of the C. P. in the past, will at once recognize his hand in the matter, and will see that the man who surrendered his citizenship in the United States to be made a titled snob in Canada has not changed, and that the present "Sir William" is the same character, the same "Van Horne," that he was twenty years ago on the old North Missouri, only that he now has increased opportunities for persecution. He has gained his present position largely by trampling on the rights of others and by grinding the employes under his feet.

TO LIMIT PRIVATE FORTUNES.

Paymaster Rodney of the U. S. Navy suggests an amendment to the constitution limiting fortunes, and says "the standard of private fortunes, once hundreds of thousands, is now hundreds of millions of dollars; inevitably redoubling and concentrating by compound interest until comes

the world's only remedy hitherto, violent revolution. Idols betray. Thus, the Constitution, too proudly atheistic to begin, "In the name of God, Amen," or to notice Him at all, left slavery and secession open questions, hence terrific war. Its absence of limit to hereditary individual absorption, must shut our country into penniless peasantry, wage-bondage, congestion of wealth to cities, precisely as under despotisms. Unless we limit fortunes (the only effectual difference), despite our fond nickname "Republic," we shall "get there all the same."

The proposed amendment is as follows:

No citizen or resident nor investor, in any or all states, territories or district comprising the United States, shall be permitted to possess, in all kinds of property, an aggregate value of more than one million of dollars; which sum shall be the limit of private property in any individual, joint-individual, guardian, trustee, or other form or device of private estate ownership. And whenever and wherever such private ownership or holding shall be found to exceed the limit above named, the excess shall be condemned as a public nuisance and a public peril, and be accordingly forfeited into the United States treasury. And the states, territories and district shall, each and all, enforce this amendment by necessary or penal legislation, failing in which, Congress shall so enforce it.

Mr. Rodney thinks this would compel those who now hold the vast fortunes to distribute them among relatives and friends and that it will prevent the much complained of watering of stocks and bonds. While possibly something in the way of limiting private fortunes may become necessary we doubt if it would have the effect expected by Mr. Rodney in the way of prevention of the evils complained of. With a few notable exceptions, the large fortunes are pretty well distributed after the death of the individual who accumulates them and in our opinion, something in the way of the restriction of corporate power and influence is much more necessary than the restriction of individual wealth.

"IF."

In a recent number of the *Railway Age*, appears an article showing the "loss" of the Great Northern Railway by decrease in freight rates during the past ten years and placing it at \$42,991,403.36 or for both freight and passenger, \$45,039,069.14 and it says that "these figures represent the actual loss to the company." By the same process of reasoning, the writer has "lost" \$3,728,091.04 during the same period. That is, like the Great Northern, he failed to get it and consequently "lost" it. The mathematician of the *Age* should now figure out the "actual loss" to the retail grocers by the decrease in the price of sugar during the past year; another opportunity is that of showing how much railway employes have "lost" during the past ten years because they, like the companies, have not received as much per ton per mile during the whole period as they did during 1882.

Brother Kinzie, the "Oh, My" candidate who didn't have "pads on his knees" at New Orleans, is now in charge of what is known as the "Waukesha scoot," and the patrons of that train will find him a competent and obliging gentleman.



OBITUARY

*"There's nothing terrible in death;
'Tis but to cast our robes away,
And sleep at night without a breath
To break repose till dawn of day."*

Benson.

Killed while in the discharge of his duty as a conductor near Buffalo Gap, South Dakota, Brother G. H. Benson, of Long Pine Division No. 173. By the death of Brother Benson, Long Pine Division loses a steadfast and loyal member, one always ready to aid in the advancement of his brothers, and always willing to extend a helping hand in time of trouble. Resolutions of respect and sympathy were adopted by the division.

Busbee.

Died, January 23d, at her home in Raleigh, N. C., Mrs. Annie Taylor Busbee, mother of Bro. J. T. Busbee, Division No. 264.

Mrs. Busbee was born October 13, 1825; was the daughter of James Fauntleroy and Eliza Leonora Taylor; married Perrin Busbee January 1st, 1845; was left a widow, with four sons, September 16, 1853, and, at the time of her death, was sixty-six years old. It so happened that Mrs. Busbee was born, married and lived in the same house in which she died for sixty-six years.

Of her sons, three survive: C. M. and F. H. Busbee, both brilliant and learned lawyers, practicing with success their profession in this city, the other, Johnson Busbee, a valuable and useful officer of the Seaboard Air Line, and all worthy of the honored name they bear.

Covington.

Died, February 8th, at Cameron, Mo., the wife of Brother J. R. Cameron, of Trenton Division No. 42.

On February 7th, as Mrs. J. R. Covington was on her way home from a visit to St. Louis, she was taken very sick, near Cameron, at which place she was compelled to leave the train and take to her bed. She was taken to the home of Brother Steward, where she was kindly cared for. She telegraphed at once to her husband, in this city, who hastened to her bedside, little dreaming that the call was from a dying heart. At a meeting of Trenton Division, No. 42, O. R. C. held February 21st, 1892, the usual resolutions were adopted.

Dougherty,

By a runaway car causing an accident, Brother E. R. Dougherty was killed on the D. & R. G.

Brother Dougherty was a respected member of Denver Division No. 44.

Doyle.

The home of Brother J. S. Doyle, Assistant Chief Conductor of Battle Creek Division No. 6 has been bereft of its brightest ornament and the spring flowers will soon bloom over all that is mortal of Heles June, the twenty month old daughter of Brother Doyle and wife, and while the young life has been as brief as the spring flowers, it has but been transplanted to a brighter home to bloom through eternity.

At a regular meeting of the division, resolutions of sympathy with the bereaved parents were adopted.

Fowzer.

At a regular meeting of San Gabriel Division No. 256, resolutions of sympathy with the family and regret for the untimely death of Brother C. L. Fowzer, of that division, were adopted. In the death of Brother Fowzer, the division has lost an active and earnest member, the members, a sincere and kindly friend and Brother, the railway an efficient and popular conductor, and the family a loving husband, son and brother.

Hugaboom.

Mrs. D. C. Hugaboom, wife of Brother Hugaboom, of Nickel Plate Division No. 145, a loving wife and esteemed friend has been called from a sphere of usefulness to a higher home beyond the Stygian river, and the shadow of a terrible calamity rests upon our stricken Brother. The division, at a regular meeting, adopted resolutions of sympathy with the bereaved family, and expressing their sense of the loss of one, who for many years was a bright and shining example of a noble character.

Jackoway.

At the residence of her grandfather in Memphis, Tenn., Sunday evening, January 17th, little Sallie A., only child of Brother B. J. and Mary H. Jackoway. What pen can write or tongue express words of consolation to those who have been so deeply and terribly bereaved. The light of the home goes out in darkness when the childish prattle ceases, and though time may assuage the grief, a void is left that can never be filled and empty words are a mockery.

OBITUARY.

Lassiter.

Died, December 23rd, Brother Thomas J. Lassiter, late Chief Conductor of R. E. Lee Division No. 205; the division will severely feel the loss of Brother Lassiter, one of their most respected and energetic members cut off in the prime of his usefulness. The usual resolutions were adopted by the division and the charter draped in mourning for thirty days.

Liddy.

Died, at Irvinton, Pa., from the effects of La Grippe, January 19th, Brother Michael Liddy, a well known conductor on the W. N. Y. & P. R'y, and an efficient and earnest member of Oil City Division No. 163.

Mahan.

"His death was untimely and his brethren mourn." January 5th, Brother F. M. Mahan, of Louisville Division No. 89, went down with his train to his death in an accident on the Kentucky & Indiana bridge in Louisville. Division 89 extend to the bereaved wife and daughter, their sincere sympathy and pray God in his infinite mercy and tenderness to guard, guide and protect the widow and fatherless in their sad affliction.

Malby.

Brother C. E. Malby, of Division No. 11, was killed in a collision at Wichita, Kansas, October 19th, 1891, and in his death the division loses one of its best members. The division unanimously extends to the relatives and friends their sincere sympathy, and to those who so kindly aided the committee, particularly Bro. Charles Warren of No. 1, Mr. C. M. Fisher, Bridgeport, Ohio, Messrs. J. F. and F. M. Townsend, of the C. I. & W. railway and Mrs. F. G. Ward and Mr. H. J. James, of Arkansas City, their heartfelt thanks.

McGill.

Brother W. R. McGill, an old time Wabash conductor, a respected member of Morris Division No. 41, of Chicago, and recently employed on the Big Four, met with an untimely and sudden death in a recent collision.

Moorhead.

The grim reaper having entered the home of Brother J. F. Moorhead, of Anchor Line Division No. 217, and removed from thence the wife and mother, the division at its regular meeting adopted resolutions of sympathy with him in his bereavement and their appreciation of the blow that has fallen upon him.

Nichols.

Edith, daughter of Brother C. E. Nichols and wife, was recently summoned to a better land, and a Des Moines fireside is left desolate. Brother Nichols and wife have the heartfelt sympathy of a host of friends, and at its regular meeting, February 14th, the division adopted the usual resolutions.

Rice.

October 24th, Brother R. W. Rice of Chatta-

hoochee Division No. 71 was killed at Hatchet Creek while in the discharge of his duty, and thus another of our best members has joined the innumerable throng beyond the river and taken up his abode with the blessed. His untimely end is deeply mourned by the members of this division and a large circle of friends. Resolutions of respect to his memory were adopted by the division.

Shafer.

July 8th, last, Brother W. J. Shafer of R. B. Hawkins Division No. 114 was killed at Washington, Pa. while in the discharge of his duty as conductor, by a log falling off a car upon him. The ways of the grim reaper are manifold. Brother Shafer escaped the many and usual perils of the rail to fall a victim to the carelessness of some one in loading a car, and was stricken down in an entirely unexpected way. "His death was untimely and his brethren mourn," and at a recent meeting expressed their sorrow and sympathy by the adoption of resolutions.

Shand.

"God's finger touched him and he slept." Brother William Shand, of Lone Star Division No. 53, has passed from earthly trials and tribulations and his brethren miss the presence which but lately aided them in their labors. Resolutions expressive of their sense of bereavement and of sympathy with the desolate family were adopted by the division.

Shay.

Died at his home in Minneapolis, Minn., December 9th, 1891, Brother M. Shay of Minneapolis Division No. 117. The remains of Bro. Shay were taken to his former home in Milwaukee for sepulcher, accompanied by an escort from 117 and resolutions commemorative of his untimely end were adopted.

Willard.

Died, February 13th, at his home in Mazomanie, Wis., of Bright's disease, Brother Henry D. Willard. Brother Willard was one of the oldest conductors of the St. Paul road, and up to a few weeks before his death was in charge of the train on the Prairie du Sac branch. He was the conductor of the Center branch train for a number of years, and during his residence in our city won, through his accommodating, genial nature, a place in the hearts of each and every one of our citizens with whom business or pleasure threw him in contact. For some months previous to his death Brother Willard had been ailing, Bright's disease being the principal cause. In January he lost the sight of one eye and this, together with financial troubles, are thought to have hastened the sad end. He was 42 years of age. The funeral occurred Tuesday, conducted by the Madison lodge of the Order of Railway Conductors, of which deceased was a charter member, and the first of the lodge to pass to the great beyond. The funeral train consisted of three coaches, all crowded, and the remains were taken to Prairie du Chien for interment.

THE RAILWAY CONDUCTOR.

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NO. 4.



AN ENGINEER'S ESCAPE.

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SAN ANTONIO, Texas, March.—If one per cent of the adventures which befall Americans in Mexico in any one month in any year could be collected within the covers of a book they would surely make up a very thick volume of as interesting and exciting reading as any that has been given to the world in many a year. To one who has lived in that country of flowers and sunshine, of cacti and scorpions, of swarthy, low-browed, blanketed men, who, with their high-crowned and wide-brimmed sombreros pulled far down over their foreheads, their stealthy, cat-like movements, their dark and menacing, but beautiful eyes look very like stage villains; of black-clad and hooded graceful women with faces suggestive in purity of outline of paintings of the Madonna and with morals suggestive of nothing which I care to mention here, of big-eyed and half-naked children; of smooth-shaven monks and priests and fierce-mustachioed soldiers; of gallant caballeros and cringing, half-starved pilados; of low, white, thick-walled houses with their heavily iron-barred windows and worm-eaten but wonderfully carved doors; of narrow, foul-smelling streets and broad, beautifully shaded plazas; of filthy hovels and grand cathedrals; to one, I say, who has passed a few idle months in this wonderful land which the iron horse of civilization has brought so close to us of the United States; the most perilous adventures or the most exciting situations of romance are tame and commonplace in comparison with the real drama of life to which he has been a

daily witness. Small wonder that that marvelously original spinner of weird and nightmare yarns, Ryder Haggard, should have decided to use this strange country as the stage whereon his fantastic characters should act their parts. He may surround his dreamland people there with scenes in keeping with them and still paint the background with fidelity to nature, which, by the way, would be something of a novelty to his readers.

The most picturesque and interesting parts of Mexico are undoubtedly those off the regular line of travel—the towns where tourists and drummers seldom venture, and whence the machine-correspondents rarely send their guide-bookish letters. But even on the steel highways there are exciting and soul-stirring adventures to be met at times, although they are hardly ever recorded in type. Working on a railroad in the land of Libertad and Tamales is quite another thing to performing the same class of labor in the United States. Particularly is this so as regards the engineers and firemen. All of these men are Americans, for the managers of the railroads very soon discovered that Mexicans could not be relied upon in such positions. The preference thus shown for the hated "Gringos"—for despite President Diaz's oft expressed friendliness toward his northern neighbors, the fact remains that we are cordially hated by the people at large—so incensed the Mexicans that they ever since have sought to make the lives of the trainmen miserable.

If an engineer is so unfortunate as to run his locomotive over some person who has happened on the track he is arrested as soon as he can be caught, and, no matter how good his defense may be or what the circumstances were, is thrown into a filthy, vermin-infested cell—they have no other kind in Mexico—and there kept awaiting his trial for months. If in the end he escapes with his life he may account himself extremely fortunate. So well is this understood by these men that as soon as such an accident occurs they invariably make the most strenuous efforts to escape without a moment's loss of time to the United States. In these runs for liberty they are always assisted by their sympathizing fellow trainmen. Any man who has "railroaded" in Mexico for any length of time can tell of a dozen such escapes of engineers and firemen, and mighty exciting tales they are, but there is one which far eclipses all the rest in point of interest.

It was in the early part of 1888 that Ed. Murray first began running an engine on the Mexican International railroad, which stretches from El Ciudad Porfirio Diaz—formerly Piedras Negras—on the Rio Grande, to Torreon, on the southwestern border of Coahuila, where it connects with the Mexican Central. Ed had been "firing" on the International for several months before he became an engineer. He was only eighteen years old and the youngest engineer on the road, but he was a thoroughly good one and a great favorite with all the men. He was a high-spirited, handsome young fellow and always full of life and fun. His comrades had nicknamed him "Smiling Ed," because of the perpetual good-humored grin which he wore.

One day Ed was getting ready to pull a freight train out from Monclova, a big town a hundred and forty-eight miles from Piedras Negras, and which was the capital of Coahuila and Texas when they formed one state. He had "coaled up" and was running his engine on a siding when an old woman attempted to cross the track ahead of it. Ed saw that she had plenty of time to get over, but, to his horror, she stumbled and fell across one of the rails when the engine was within thirty feet of her. The young engineer reversed the lever and put on the brakes; but he was too late, and the wheels crushed over her body, killing her instantly. Many persons saw the accident and at once there was a great outcry and much excitement. Ed saw the people coming from every direction. He knew what to expect at their hands and his mind was made up in a second. He turned to his fireman, a negro who was to make the run as an "extra," the regular fireman being ill, and said:

"Run to the tank and take water as soon as you can. Then hustle back to the station and wait for me. Lively now!"

With these words he jumped from the engine and ran as fast as he could to the station. He darted up the stairs to the telegraph office, explained in a breath what had happened, and asked the operator to wire ahead for a clear track. Even before he had finished speaking the operator was pounding the key with a nervous energy that showed he was fully alive to the emergency. The demand for a clear track went humming over the wires to the north and then Ed turned his attention to the door. Men were heard coming up the stairs. There was not a moment to lose, the young engineer slammed the door shut, locked it, and shoved a heavy table against it. Then he ran to a window and looked out. Hundreds of people had gathered about the station and their number was constantly increasing. The engine which he had sent to the water tank was backing down to the platform.

Ed took in the situation at a glance. He saw that the police and soldiers had surrounded the station so as to cut off his escape. He must act quickly and boldly. The engine had stopped opposite the window where he was. He turned for a moment to the busy operator, shouted, "Adios, old man!" suddenly threw up the window and sprang out. It was a good fifteen foot jump, but he landed on the platform safely. Another bound and he was in the cab of his engine and had pulled the throttle open to the last notch. Then, as the engine gave a leap forward, he and the fireman dropped to the floor of the cab and lay there. There was a volley from the soldiers and policemen and flying fragments of glass from the windows fell on the two men. The cab was riddled with bullets and the glass front of the steam gauge was shattered, but beyond that no damage was done. In another quarter of a minute they were out of range and the locomotive was skimming over the rails at the rate of a mile a minute, the bell swinging and shaking with the jumping of the engine and ringing out a frenzied warning to clear the way for liberty!

Faster and faster flew the engine! Ed, with his eyes resting steadily on the track ahead and his hands grasping with nervous intensity the lever, was balancing himself on the engineer's seat, the negro fireman, his black skin wet and glistening, was reeling like a drunken man as he stood on the iron plate which covered the space between the locomotive and the tender and threw fresh fuel into the furnace. Not a word was spoken by either of the men. Their thoughts were in that loved country so far away to the

north, and to reach which they had started in a race against all Mexico. They were only two men against a nation, but then the steed they rode had sinews of steel and muscles of iron, the racing track was clear to the finish, and, best of all, they had a big start in the run. Ha! but had they? Ed's heart, which had begun to beat with normal regularity in the last few minutes, suddenly seemed to stand still and then to be climbing up into his throat and choke him. What if the authorities should telegraph ahead to throw a switch and side track the engine or even to wreck it? As this thought came into his head the young engineer pushed the lever forward with a jerk and reversed the wheels with a suddenness which nearly threw him and the fireman from the cab. The moment that the locomotive was at a standstill he grabbed a wrench and jumped to the ground. He ran to a telegraph pole, pulled off his shoes, and shinned up it like a monkey. With his wrench he twisted the wire in two and then slid to the ground again. In another minute the engine was again tearing along the rails toward the north.

It was down grade now and the great machine was going at lightning speed. Past groups of wondering, open-mouthed and wide-eyed natives; past little stations and villages; past side-tracked trains, whose crews guessed what was up and waved their hands as they wished their fleeing comrades a fervent God-speed, the engine tore along. It shot like a meteor through the town of Baroteran, and as it flew over the switches there it swayed from side to side as though it must leave the track. The sand box was shaken off and left behind; the clanging bell was jerked from its fastenings and flung far into the air; everything movable in the cab was jostled out, and the oil cans and tools were scattered far and wide.

The men held on for their lives. Their faces were set and stern and in their eyes was that wild, almost insane light which is rare save on a battlefield or in times of intense excitement. The exhilaration which comes to brave men when they are in extreme peril and are fighting for their lives was theirs. A fierce savage joy was in their hearts, and they yelled in defiance at the wondering groups of people as they passed them by. Every second decreased the distance to their goal. At Baroteran Ed looked at his watch, they had come fifty-nine miles in just one hour! A quarter of an hour more and they were sixteen miles nearer still to liberty, and were dashing through the coal-mining town of Sabinas. And now that city was left far behind and the engine was sweeping around short curves in the mountains, now flying along at the edge of a canon,

now shrieking through a narrow cut or roaring over a bridge. Not once was the terrible speed slackened!

No one knew better than they what fearful chances they were taking, but they also knew that to delay at all was even more dangerous than to go on. They knew that the broken wire would be discovered and mended and that they would be captured if they did not reach the Rio Grande before this was done. It was far better they thought, to risk death on the rail than to be thrown into a dungeon to linger there, without trial, perhaps for months, and in the end be shot.

But now a new trouble and a closer peril than any that had gone before was on them. The engine which had been under such a terrible strain for so long began to run less smoothly. The journals were nearly red hot and getting worse with every revolution of the wheels. The boxes of the tender were all afire. There was no time to cool them. There was no oil in the cab. Ed knew that he could not keep it up much longer at the pace which he had set. Something must give way soon. Strong and perfect as the machinery was, there was a limit to the strain which might be put upon it. What was he to do?

They were approaching the little station of Leona now, and as Ed looked ahead he saw a north bound freight train side-tracked there and waiting for him to pass. His mind was made up in an instant. He slowed up his quivering engine and stopped! He had brought it one hundred and six miles over a rough road in one hour and fifty-three minutes, probably the fastest run for the distance ever made on this continent.

For him and the fireman to leave the engine and tell the freight conductor of their peril was the work of a very few minutes. The conductor was equal to the occasion. He quickly broke one of the seals on a box car and the fugitives clambered in. The car door was closed and the seal skillfully put on again. Then Ed's engine was side-tracked and the train pulled out for Piedras Negras. When the train reached Allende, nine miles further on; it was stopped and at once surrounded by soldiers and policemen.

The telegraph wires had been mended and the officers had learned that the escaping engineer had left his engine at Leona. They said that they must search the freight train. The conductor professed ignorance of the whereabouts of the fugitives, but the officers went through the caboose, looked between the cars and in the locomotive cab and tender. Then they said that they must search the cars. The conductor protested strongly against them breaking the seals, and while he was arguing with them he slyly signalled

to his engineer to go ahead. Before the officers could determine what to do the conductor had swung onto the caboose and the train was rattling away. The next station was Nava and there the train was stopped again by a squad of soldiers on the track. They, too, searched the caboose and engine and wanted to go through the cars. But this time the conductor did not pull away from them. They listened to his protest against their breaking the seals, and then gravely informed him that they would ride on his train until it reached Piedras Negras, where, they had no doubt, that the question would be quickly settled.

With Piedras Negras only twenty-four miles away and the tops of the cars covered with soldiers, it looked very much as though poor Ed had made his long run for liberty in vain. Still the conductor did not give up all hope of saving the runaways. It was about four o'clock in the afternoon and he had a clear track ahead, but he made up his mind to take as long a time as possible to get to Piedras Negras, in the hope that when darkness came on the men could get away without being seen. He gave his engineer instructions to delay as much as he could. Two or three miles were covered and then the train stopped. The engineer said that something was wrong with his locomotive. He put in a good hour trying to fix the mythical break, and then said that he would have to run very slowly to get to Piedras Negras at all. The sun went down and darkness came on rapidly, as it always does in this region of short twilights, but the soldiers were vigilant and by some strange chance, were nearly all on the very car in which the men they were after were concealed. There was no chance for the conductor to communicate with Ed or the fireman, and he knew that they themselves would not think of escaping from the car, even if they could open the door, which was impossible. It looked as if all chance for them was gone and it was with a heavy heart that the conductor rolled with his train into Fuente, a little station only four and a half miles from Piedras Negras. Here, however, the very chance for which he had waited came. A telegram was handed to the officer in charge of the soldiers, and when he had read it he ordered his men off the cars. Then he told the conductor to hurry on to Piedras Negras, as the authorities were waiting there for his train. The locomotive started off at once at a suspiciously fast rate of speed, considering its disabled condition, and the train was soon out of sight. Then it stopped; the two men were released and told to hide out in the brush until late, and then to go quietly to the railroad bridge in the town where they would be met by friends and escorted across the Rio Grande.

When the train rolled in to Piedras Negras there were two hundred Mexicans on hand to meet it, and the cars were opened and searched in short order. The engineer and conductor came over to Eagle Pass and quietly gathered together some good men who could be depended upon in times of emergency. These men—there were ten of them—armed themselves and stole singly and by twos across into Mexico. They hid near the railroad bridge and waited. The Mexican officers were on the alert and had stationed themselves all along the river banks and at the bridge. It was about 2 a. m. when Ed and the negro fireman stole softly up to the bridge and started to cross it. In a second the officers were on them, and in another the ten Texans were there, too, with their sixshooters in their hands. The Mexicans dropped their prisoners and beat a retreat for reinforcements, but when they returned the fugitives were safe on Uncle Sam's land.

When Ed reached the Texas end of the bridge he took a long breath and filled his lungs with good old Lone Star air. "Thank God!" was all he said, and as he said it there went up a genuine Texas yell from his companions' throats.

He never went upon Mexican soil again, and he is now an engineer on the International and Great Northern railroad in Texas.

N. A. JENNINGS.

The Drummer.

The drummer has an EZ way
When he SA's to sell;
He spreads before you an RA
Of samples that XL.

Then talks and talks with NRG
Until you DZ grow,
And feeling he's your NME,
An IC manner show.

You say you don't want NE thing;
No PT he displays,
Then, getting mad, says UL fling
Him out in KC stays.

He'll SQ then to take a "smile,"
And tell HS nut tale,
And thus LA your anger while
In PC makes a sale.

If you should CK a place to hide
With glee he'll CQ too,
And when at EV leaves your side
He's sold his goods—& U.

A drummer cannot CA snub,
And will XQ's a kick,
Like YZ doesn't fear a club,
And to UE will stick.

—H. C. Dodge, in *Dry Goods Retailer and Jobber*.

T. D. Casey of Lone Star Division No. 53. Bro. Casey was born at Mill Creek, Schuylkill county, Penn., October 3, 1853. He was educated at Ashland same county. Leaving school in 1869 to accept an honorable position as brakeman probable on the head end of a coal train on the P. & R. Promoted to conductor on the same road in 1870, but served only a short time when he resigned to accept a position as fireman on the A. & G. W. Tiring of the shovel in a few months he resigned and went to switching at Galion, Ohio, in the C. C. C. & I. yard.

Casey who became a member of the Order in 1885 has been general yardmaster of the M. K. & T. railway for eleven years at Denison. Although generally in charge of yard work, from preference he has frequently had charge of trains, both passenger and freight and is to-day one of the most active working members of No. 53, and many a member of the Order who became stranded in Denison can thank him for employment and other favors.

GERTIE TYGARD.



T. D. CASEY.

shortly afterwards was given charge of the night yard where he served until 1881, when he was transferred to the I. & St. L. as yardmaster at Litchfield, Ill., where he remained until 1883, when on account of his wife's health and by the advice of physicians he secured leave of absence and started for San Antonio in the hope that a change of climate would restore her health. But contrary to expectations, Mrs. Casey's death occurred in Denison shortly after their arrival here, leaving two sons Thomas and Edward, who now hold important positions on the M. K. & T. railway. Mr.

Watered Stock.

By request of a member we print the following:

QUITMAN, GA., Feb. 25, 1892.

Editor Quitman Sun:

A number of good people have requested me to discuss the subject of watered railroad stock, and I ask space in the columns of your paper (which I regard as a friend to the masses) to publish my protest against this great swindle, which I hope you will accord me.

It is not my purpose to oppose the equitable interest of corporations, but to endeavor to place a check upon the dishonesty practiced by them

upon the farmers and the laboring classes. Railroads have been a well protected class. They have been permitted by law to charge such freight and passenger rates that they have sapped the country in a measure of its financial strength and filled their coffers to overflowing.

A road that cost \$20,000 per mile to build and equip, is permitted to be bonded for \$40,000 per mile, or a clear steal of \$20,000 per mile. The railroad commission permits the railway corporation to charge such freight and passenger rates as will declare a dividend not only on the \$20,000 per mile actually invested, but also upon the \$20,000 per mile that has never been invested. Not only this, an investment company is organized by the capitalists who own the road, and this investment company, by some unaccountable means, owns the rolling stock and all the improvements, along the line of road. The railroad company pays the investment company 17 per cent for the use of the rolling stock and improvements, when the railroad is already bonded for \$40,000 per mile for construction and equipment. When the railroad company declares a dividend of four per cent, that means four per cent on the \$20,000 per mile in actual investment, four per cent on the \$20,000 already in the pockets (and in investments) of the owners of the railroad, plus the 17 per cent paid to the investment company for its bogus claim upon the rolling stock, etc, which is really more than 20 per cent. The farmers and the railroad employes are the greatest sufferers from this exorbitant taxation. The farmers are both producers and consumers and must pay tax both ways. When they dispose of their products they are paid the market price less the freight it takes to carry them to market. When they purchase supplies the freight is added to the original cost. If the railroad over which products and supplies are hauled has a heavy bonded debt, whether honest or dishonest, the law allows it to charge sufficient tariff to declare a dividend upon the whole.

All the watered stock should be cancelled, (of which it has been estimated there are five billions in combined railway corporations in the United States), and the greed of corporations checked by legal limits to fair dividends on the actual amount invested, after paying operating expenses.

When a railroad has a very large bonded debt it very naturally begins to devise ways and means for declaring a dividend. This is done by increasing freight and passenger rates and cutting down the wages of employes. If a law was enacted compelling the cancellation of watered stock, then the debt upon which the producer, consumer and employe would have to pay a divi-

dend would be reduced one-half, the wages of employes would be raised and more men would be employed to handle the increased amount of freights caused by the reduction of the freight tariff. As it now stands the farmer and the railway employe contribute the greater part of this tariff. It falls with heavy force upon the employe. Corporations do not drive men to their tasks with whips, etc., but through hunger, distress, lack of fair wages for faithful work and threats of discharge. A railway employe, besides contributing more than his quota of the tariff imposed by the road upon the public, is placed under the ban of suspicion by continually having detectives to hound him, which stamps him, in the eyes of the world, as a thief. The very men who have pocketed millions of unlawfully gotten money from a defenseless public and rob their employes, engage such infamous agents as Pinkerton's detectives to disgrace and ruin them. Mr. Watson has introduced a bill against this miserable detective gang. It is both timely and wise.

My motto is, cancel the watered stock! Choke to death the Pinkerton gang!

Respectfully, etc.,
W. S. HUMPHREYS.

A Quaint Advertisement.

In one of its issues of June, 1657, *The Public Advertiser* of London sets forth the fact, that at a certain house of a Frenchman and in a certain street, there would be found an excellent beverage called cocoa. A new drink had been discovered by Columbus. He had brought home the knowledge of it from America and it had become very popular in Spain, (as it is yet indeed,) and the news had traveled far and wide, until finally it was brought across the English Channel by an enterprising Frenchman and established in the heart of London. To-day the wonderful dietary advantages of cocoa are being everywhere recognized as infinitely superior to tea and coffee, because while supplying a mild stimulant, it also nourishes and strengthens and is therefore of permanent value. But it was no light task to discover the proper method of preparing this excellent article for daily use and this may have been one of the reasons why it has been so long coming into general use. But ever since Mr. C. J. Van Houten invented his method of subduing the indigestibility of the fatty substances and at the same time bringing out the strength and natural flavor and all the nourishing properties of cocoa, its use has been greatly on the increase. Van Houten & Zoon, of Weesp, Holland, are the sole manufacturers of cocoa after the Van Houten process, and their cocoa which has been introduced all over the world has already become in America, as everywhere, the standard article of excellence in its line.

A Confederate Note.

The following pathetic and touching lines were pinned to a \$50 confederate note sent to the editor by a brother in Tennessee. Does any reader know the author?

Representing nothing on God's earth now,
And naught in the waters below: it:
As the pledge of a nation that's dead and gone,
Keep it, dear friend, and show it.

Show it to those who will lend an ear
To the tale that this paper can tell,
Of liberty born, of the patriot's dream,
Of a storm cradled nation that fell.

Too poor to possess the precious ores,
And too much a stranger to borrow,
We issued to-day, our promise to pay,
And hoped to redeem on the morrow.

The days rolled by and weeks became years,
But our coffers were empty still,
Coin was so rare that the treasury'd quake
If a dollar should drop in the till.

But the faith that was in us was strong indeed,
And our poverty well we discerned.
And these little checks represented the pay
That our suffering veterans earned.

We knew it had hardly a value in gold,
Yet as gold the soldiers received it;
It gazed in our eyes with a promise to pay,
And each patriot soldier believed it.

But our boys thought little of price or pay,
Or of bills that were over due;
We knew that if it brought us our bread to-day,
'Twas the best our poor country could do.

Keep it; it tells all of our history o'er,
From the birth of the dream to its last;
Modest, and born of the angel hope,
Like our hope of success it passed.

The B. of L. E. and Classification.

And in one special feature its policy should be commended. Differing from many so-called labor organizations, which seek to level all their members to the grade of the least efficient, the Brotherhood has always recognized the necessity and value of classification; urging that different men be paid according to their experience and the duties required of them, and so using its influence to elevate and promote its members, by degrees, to the highest grade of proficiency, instead of holding all down to the level of the least efficient.

—Theodore Voorhes.

That the B. of L. E. as an organization favors and has favored classification, will be surprising news to its own members as well as to many others, particularly those who remember something of the storm raised by members of that organization because a section of the license bill which was

pending in congress a few years ago, provided that the National Board of Examiners, who were to be practical engineers and conductors, might if they thought best provide for a classification. How is it Bro. Hays, is Mr. Voorhes right or is he "a little off?"

CARROLL WAS AN ENGINEER.

He Had No Talent for Fighting Bears, Catamounts or American Eagles.

When the E., B. & K. railroad was opened through the hemlock wilderness of northern and northwestern Pennsylvania, some years ago, I was engineer of the first train that made the round trip," said Joe Carroll, now on the Erie divisions, "and it was attended with such unusual and peculiarly lively experiences that I resigned my place after that first trip. If I had been in the menagerie business it might have been a big thing for me to have remained on the road for a few trips longer, for I think I'd have had enough material in that time to start the biggest kind of a zoological exhibition. But I was simply wanting a job as an engineer, and not as a collector of natural history specimens. A job on a railroad where you are expected to stop every little while to either capture a bear or kill a catamount, and where you are apt to be attacked right in your cab by some fierce denizen of that cheerful region, wasn't just the kind of a job I was looking for, and one trip was enough for me. That trip only covered a distance of about thirty miles, but we gathered in three bears, one of them alive, two catamounts, and the biggest bald eagle that was ever seen in that locality. Besides that, we had a race with a catamount, saw two more bears, and chased a big buck for more than a mile before it escaped by a tremendous leap across a ravine.

"That first train over the B., B. & K. wasn't an excursion train, but a train for business. It was a mixed train, and I remember very well that there was a car-load of calves in it on the down trip. We hadn't gone more than three miles into the woods when my firemen touched me on the arm and pointed toward a big hemlock tree at one side of the road. Peering out from behind it was a tremendous big bear, with only his head and shoulders visible. As the train passed by the tree the bear came out from behind it, and looking back, we saw him in the middle of the track, standing upon his haunches and gazing after us. We had hardly got over the excitement of the bear's survey of us when a big catamount came bounding through the trees from somewhere in the woods, and raced along the train, leaping

from tree to tree, and sometimes getting several rods ahead of us, although we were running twenty-five miles an hour. Whenever the wild cat got ahead of us it would stop and crouch on a limb, and glare at us as we came along, as if it intended to spring upon us. It kept along with us for more than a mile, and then bounded away again and disappeared. Whether it was the same catamount that met us two or three miles further on, in company with a mate, and boldly boarded the train, I can't say, but it is likely that it was. Whether it was or not, when we were going up a very steep grade known as Snow's mountain, and necessarily running slow. I suddenly heard a great bleating among the calves in the cattle car, which was only the second car behind the engine. I leaned out of the cab window and saw a catamount clinging to the side of the cattle car and trying to push himself into the car between the slats, but the opening was too small. I grabbed the long iron poker used by the fireman, and jumping from the engine, ran back and dealt the wildcat a blow that knocked it partially loose from the car. My attack on the catamount turned its attention from the calves to me, and it sprang from the car at me. Another blow stunned the cat, and another one broke its back.

"My firemen had by this time stopped the train, and the conductor and a brakeman came running toward the cattle car. Before they reached it I made the discovery that a second wildcat, which, being smaller than the one I had killed, had squeezed between the slats of the car, and had already killed a calf, and was making a meal from it in one corner, the other calves being huddled in a trembling, bleating group at the other end of the car. The conductor of the train had a revolver, and he put the weapon through an opening in the car, close to the catamount, and fired. The fierce animal sprang to its feet, and seeing me and the brakeman close to the car, on the opposite side, he leaped toward us, striking the side of the car with such force that the animal fell back to the floor. The conductor fired a second ball into the cat, and the tough beast got up again and leaped toward the conductor, striking the side of the car and clinging to it this time, and endeavoring to get out at one of the narrow openings. The conductor shot the animal in the throat, and it fell back and died.

"The conductor carried the two dead wildcats back to the express car, and we started on up the hill. Just at the summit, perched in the crotch of a big chestnut tree, and not twenty feet from the track, we came in sight of our second bear. I gave a sharp toot with my whistle and the bear tumbled out of the tree as if he had been shot,

and went snuffing away in the woods at race-horse speed, never once looking back at the object that had frightened him. I was beginning to think that this was a little the liveliest railroading that I had ever done, and I hadn't gone a mile further when I was still more satisfied of the fact. Just before we entered what is called the Long Gravel Cut, a narrow pass a mile long, with high, steep banks on either side, out of the bushes at the side of the track, and perhaps a hundred feet ahead of my engine, bounded a big buck right on to the side of the track. The deer stopped in frightened uncertainty, gazed for a second or two in big-eyed astonishment at the approaching train, and then turned and entered the cut.

"That settles his hash!" exclaimed my firemen. "Half-mile trestle starts right from the end of this cut, and unless that deer can run a half mile of open railroad ties or jump a forty-foot gully, he might as well stand still and let us run over him."

"The road was down grade through the cut, and I made up my mind to see how much faster a frightened deer could travel than a railroad train so I pulled her open and let her slide. I'll bet we weren't a minute going through that mile cut, but the deer kept a good ten yards' space between himself and the engine with ease. The road takes the long, high trestle at the end of the cut by quite a stiff curve, and at the left is Kane's gulley, forty feet wide at the top if it is a foot and eighty feet deep. It the buck attempted to cross the open trestle he was sure to fall between the ties to the bottom of the ravine, and for him to leap the gulley seemed impossible. The deer knew his capacity, however, and quitting the track at the end of the cut he gathered himself on the edge of the gulley and shot across that forty feet of chasm as lightly as if he were jumping a six foot ditch, clearing it with a foot or more to spare and bounded away into the forest.

"Whatever happens on this road now won't surprise me!" exclaimed my firemen, as he gazed with bulging eyes after the fleeing deer.

"I thought the same then, but I changed my mind afterward. The rest of the down trip was quiet enough, but coming back we had plenty to keep us awake. We were passing through a part of the hemlock woods where there had been a big slashing made by the tannery bark-peelers, and happening to glance back over the train I saw one of the brakemen struggling desperately on top of a freight car with the biggest bird I had ever seen. The brakeman had his stout brake stick, and was hammering the bird, which was a bald eagle, wherever he could get a blow, while

the eagle was pitching into the brakeman with beak and claws and striking him with its immense wings. The top of the freight car, with the train running twenty-five miles an hour, is not a particularly desirable place for one to have a desperate fight on his hands, and I was about to stop the train and give some aid to the brakemen when the eagle came running and screeching over the tops of the cars, jumping from one to the other, toward the engine. One wing was dragging, showing that it was broken. The eagle came right on toward the engine, and the first thing my firemen and myself knew it had jumped into the tender and dashed into the cab, where, being unable to get any further, it continued with us the fight it had begun with the brakeman. The eagle fought so desperately with the terrible weapons at its command that in a very short time my greasy engine clothes were hanging in strips about me. My fireman retreated through the cab window to the guard-rail at the side of the boiler, and but for the arrival on the scene of the brakeman and the flagman I would have either had to desert my post or been roundly whipped by the eagle. The two men succeeded in overpowering the fierce bird, and we tied him down. The brakeman said the eagle had swooped down on him from somewhere in the bark slashing and almost knocked him from the car at the first assault. It was his lucky blow in breaking the eagle's wing with his brake stick that turned the fight in his favor, for the eagle beat a retreat, and being unable to fly had endeavored to escape by running, which brought it in close quarters in the cab."

"It's good this road isn't any longer." I said to my fireman, after we had got over the effects of the eagle fight. "If it had much more of such country to run through they would have to send a company of soldiers with each train to protect it."

We were within five miles of the end of the trip, and had just rounded Balcom's curve, when we came in sight of three bears, one a very large one and the other two smaller ones, standing right in the middle of the track, not five rods ahead. We were running fast and I sounded the whistle, thinking to scare the bears off the track, but the sound had no effect on them, except to fetch the big bear to his haunches, where he stood with open jaws and fore paws raised, awaiting what she supposed was an attack, a small bear on each side of her. The engine swept into the foolish bear family at the rate of twenty-five miles an hour, and when the train was stopped the old bear was found lodged against the fore part of the boiler, dead, and one of the small

bears lay twenty feet up in the woods, also dead, while the other was on the caw-catcher, uninjured, but holding on to the bars like grim death.

"I never said a word about that bear episode until we got in. I jumped off my engine and gagged as I was from the eagle's claws, went straight to the superintendent's office and told him my place on that railroad was at his disposal.

"The road I learned to be an engineer on," I said, 'somehow neglected to include bear fighting, catamount killing, deer chasing, and the like in its instructions, and I can't fill the bill on the B., B. & K.'

"And so I quit."—*New York Sun.*

So It Is True.

Here's a friend who says that sorrow
Comes to-day or comes to-morrow,

Here's a longface who is moaning!
Tell him death is far away!

Let dull age go weep and pray:

Heed not grief, the ghost there, groaning,
Who would cloud the jocund day!

Ah, they say that anguish found them,
Men cut down with battle round them—

(Hear the boys there gayly singing!)

In some region far away!

What care we who laugh to-day?

Bring no tears, whate'er you're bringing:
Honor to the jocund day!

What's that sound that cools our laughter?

What's that form that follows after?

Funeral music sadly sounded—

One more man is turned to clay. . . .

Let dull age go weep and pray!

Youth by death was ne'er confounded.

Long shall shine our jocund day!

Oh, my dear one, to my weeping
Marble silence sternly keeping,

Lying there in breathless blindness—

Death is never far away.

Even youth can weep and pray!

Lips that loved have lost their kindness;

Dead are they, this bitter day!

—Rose Hawthorne Lathrop, in February *Scribner*.

Class Legislation.

"That all systems of taxation for protection and class legislation for monopolies are wrong in principle, and contrary to the principle of our free institutions."—WM. M. SPRINGER.

Never was spoken or written a greater truth. It is the class legislation for monopolies that has brought our laboring classes to their present brink of ruin, driven general prosperity from our land, and foisted upon the country a few millionaires

who are corrupting every avenue of trade and society, nor have they failed to reach out and take in their grasp those high in authority. These same protected monopolies are sowing a crop of evils that are daily bringing forth their baneful results to the great distress of the laboring world. It is an undeniable fact that this protected class are opposed to allowing the toiling masses to have a voice in their own government. They, the monopolists, do not believe in a government of the people and for the people, but a government for the plutocrats alone, that they the protected class might, with still greater impunity rob the toiler of his earnings and send at will an armed force of Pinkerton thugs and murderers to kill a few poor miners and railroad employés. It is apparent to the observer of events that the present state of affairs cannot longer exist and quiet prevail in this country. The government must be administered for the greatest number and for the greatest good of this vast army of wealth producers, and laws enacted that are just and equitable alike for labor and capital or the toiling masses will surely rise in their power and drive from the legislative temples the hord, that are joining with these protected autocratic monopolies in fostering upon the country through the capitalistic knaves, trusts and combines of every kind, until this protected, corrupting element enters our legislative halls, invades our courts, and leads captive those they want to serve them. All manufacturing industries that are not in the combines are driven out of the markets; every industry that pays the laborer a profit they seek and demand its surrender to them. If you refuse, the trusts crush you and buys your plant or property at public outcry, and warn the outsiders not to bid against them, and a valuable property is thus legally confiscated for a paltry amount, and the late owner can, if he wishes, remain and work at starving wages or go and join the large army of tramps. And the laboring, producing masses of this country are asked to stand idly by and let these autocratic, political corrupting monopolies take entire possession of our government, and drive the honest toilers from their homes. Surely such will be the case if a halt is not speedily called. The glamor of ill-gotten gains are driving these greedy men to deeds of greater violence; they no longer respect law, and when law interferes with their aims they over ride it or (retain) or bribe enough of our law-makers to repeal or amend the law. No it will not be in their way, and when a judge upon the bench decides against them they shake him off by giving him a large salary, and then getting a man appointed that, as they express it, will be friendly to them. Vide—Richmond & Danville railroad's offer to Chief Justice Melville W. Fuller.

The getting of the almighty dollar is the chief end of these protected monopolies, nor do they care how they get it so they gather in (In God we Trust) the dollar. It is said "Justice moves with a leaden heel, but strikes with an iron glove." Great God it is time that justice were unchained and let loose for awhile that she may use this iron glove upon some of our American monopolies, trusts, combines and corruptionists.

Brother railroad employé, what are you doing for yourself? I know what your companies are doing for you; they are planning how to confiscate the very greatest amount of your labor at half pay—double work, little rest and small pay. And I beg to assure you, that unless you arouse yourselves and all get in line close, touch shoulder, you will very soon be in the minority, and your call will not be heard. As you grow weaker your powerful companies will grow stronger. Your only salvation is a prompt rally all for each and each for all. Get into close touch by a proper federation.

Don't want it? Is that so? Let us see if you don't. For the education and training you require to fit you for your positions and for the risk you run, responsibility imposed upon you (especially is it so in reference to conductors and engineers), you are to-day the poorest paid skilled laborers in America. Only 22 per cent. of the railroad men in this country earn \$3 per day, about 8 per cent. earn \$2.50 per day less than 9 per cent. earn \$2.00 per day, and 56 per cent. earn less than \$1.67 per day, and about 20 per cent. of railway employes earn less than \$1.20 per day, and about 7 per cent. earn from 50 cents to 70 cents per day, and yet you say that you want no help. You are going from bad to worse. Getting weaker every day. There are 1,718 railroads in this country and they are practically controlled by about 600 roads. There are 740,000 railroad employes in this country unorganized and getting the smallest pay of any class of skilled labor, and are required to work more hours for less pay than other skilled labor and all because there is a lack of proper class organization and federation. Don't for a moment think you are going to escape the knife, for already the great corporations are putting in their pruning shears and clipping your salaries, and you may look for still a greater trimming. Your company have no love for you. As a piece of machinery you are worked and as such respected. Get strong. Get together. Do as your bosses do—federate. Stand together as all the railroads do. You hit one of these federated railroad companies and see how quickly they rally and come at you. They may quarrel for a time among themselves, but the sol-

ution of the quarrel is a coming together, raising of freights and reduction of salaries for the already poorly paid employes and more hours of work.

The only remedy for this existing evil lays in organization of the railroad employes. Singly and alone you are helpless to stem the current of injustice done you, and your demands for a remedy of the present wrongs are not heeded, for the simple fact you do not co-operate.

Capital teaches you a daily lesson, for it is completely organized, and is unjust and arbitrary. Do not longer maintain your do nothing position. Save yourselves or you will not be among the saved. I implore you to light and keep burning in every division room the watch fires of federation and be prepared to meet the invading enemy. You can then smile for you will be ready if properly federated to meet the coming storm.

Remember God helps those that help themselves, while corporate capital and the Illinois Central Railroad Company depends on General Pinkerton and his murdering thugs to kill a few poor railroad switchmen because they dare demand their rights. This state of affairs cannot long exist. The lion of justice will surely be unchained and a just and timely retribution visited upon the heads of the oppressors.

Then let the railroad employes come together for protection, and by so doing they will better their condition and render the company they represent better service. The only solution of the whole matter is to meet on the broad platform of federation.

FEDERATE.

Railway Railers.

In all ages the railer has existed. In all climes he has been planted. In all conditions he has flourished. In all callings he has been condemned. Nabal railed on David's messengers. First Samuel xxv 14. While we read in Job: "These ten times have ye reproached me, ye are not ashamed that ye make yourselves strangers to me.—Job xix 3. David said "For it was not an enemy that reproached me * * * * neither was it he that hated me that did magnify himself against me."—Psalms lv 12. Paul found railers in the Synagogue, Acts xix 9. He asks "Why am I evil spoken of." While Job says such "despise dominion speaking evil, filthy murmuring." Disputing is not railing, for we find "Michael the Arch angel disputing with the devil about the body of Moses would not rail against him."

To-day, men wiser (?) than Michael, encountering, to them, more formidable persons than the devil, rail early and often, premeditatedly and

systematically rail. Railing may be defined to mean centuring, reproaches, accusations, insults and scoffs. In railway calling the railer may be classified under four heads or for our purpose I may properly so classify them.

First I would present

THE PRIVILEGED RAILER,

Who should this be but the passenger who thinks because he is a patron of a railway company, he is privileged to abuse everything and every one connected with that company.

We have all seen him. I have often met him, until I was in Job's condition of mind when he replied: "How long will ye vex my soul * * * with words?" Yet I did not say it. Recently a passenger of this class was railing to other passengers at the length of time it would take to reach their destination, saying ' They could have saved twelve hours the other route.' Thinking that last an uncalled for reflection upon my company, I answered ' But you could not save seven dollars going that way.' In confusion they subsided. I thought seven dollars for twelve hours time pretty good pay for the ordinary passenger. This one doubtless thought so too, before starting, yet the chance to rail against a railway was too good to miss.

Again, the passenger who lives in a ten by twelve house, with bare floors and wood chairs, saves enough to make a trip back to his old home to show his old friends how he has prospered. With a cheap, if not a "cut rate" ticket, he enters the cars. He may not have stepped upon a carpet or sat upon a cushion for years, yet the uncared aisle and hardness of the cushions call for railing remarks from him, without stint. We might say to such: "Be not deceived you do not impose upon the crew who endure your railing, but you have paid for this privilege therefore rail, growl, kick. We are paid for enduring it." Yet know this, we know, as every stock dealer knows, when we hear an awful squeal there is an awful hog. Not the biggest and best hog, but the most unadulterated hog. Having eaten all he can hold he simply squeals because he can't hold any more, and because he's a hog. He squeals louder from added capacity—being full.

And we further know the true gentlemen and lady, like the blooded animals of good stock and breeding, will endure discomforts, sometimes necessary on a train, without murmuring, for in all cases, whether in man or beast, blood will tell. The parvenue having no blood "to tell," must, perforce, tell it himself. Therefore when he gains admission to the society of good blood people through force of circumstances he avails himself of every such opportunity to, as he sup-

poses, elevate himself in their eyes by railing against his surroundings, implying he is used to better things. (?)

Passing from this class I come to

THE INFALLIBLE RAILER.

"The king can do no wrong!"

"Long live the king!"

His word is law or superior to the law.

The pope may not be infallible. A king may be hedged about by guaranteed privileges granted by his ancestors. The president is restricted by the constitution, yet the railway superintendent is hampered by no "guaranteed privileges" or restricted by a constitution.

The time card and its rules control the train service. The superintendent controls the time card. He has power to annul or amend its rules. Like the Centurion who applied to the Master to heal his servant.—Matthew viii 9. He can say "For I am a man under authority; * * * * And I say to this man go, and he goeth; and to an other come, and he cometh; and to my steward do this and he doeth it."

To appeal from his decision is fatal. Sometimes a man makes the mistake of so appealing, when like Paul he feels innocent of an accusation, "Not having offended against the law nor yet against Cæsar," he appeals unto Cæsar, (the manager) only to hear, when too late, as Paul heard from Agrippa, "This way (Paul) might have been set at liberty if he had not appealed unto Cæsar."

Like the Roman's right of appeal unto Cæsar, the right of appeal unto the manager is supposed to exist, but woe to the man who exercises this right. It is useless to appeal to Cæsar; therefore, there are no appeals to him, until men who have long tried in vain to avoid giving offense, thinking they were faithfully doing their duty, only to be rudely awakened by: "Sir, why do ye these things."—Hebs. xiv 15, are compelled to exclaim, like Paul to the Romans, ix 19: "Why doth he yet find fault, for who hath resisted his will?"

The only consolation I can offer such is in First Peter ii 20: "If when ye do well and suffer for it, yet take it patiently, this is acceptable * * * * And as a warning to you and a safe diplomatic rule for you, I quote again from Paul, Acts xxiii 5: "Not speak evil of the ruler." Although like David, ii Sam. vii 8, he was "taken from following sheep to be a ruler," "Thou shalt not curse the ruler.—Exodus xxii 28. Does this not make him infallible?

The next class I notice may be called

NATURAL RAILERS.

Whether they inherit or acquire it, some men are natural railers. At home and in society, and

of course, if their calling takes them into the railway service, especially the train service, they rail there too.

They are generally found in the freight service, for the reason the "privileged railer" monopolizes that right in the passenger service, and two of a kind there will not win, and are not a good pair to draw to. Therefore, in the freight service we may almost exclusively look for the natural railer. Strange as it may seem he is the one to win in the majority of cases.

By constant railing he intimidates the majority of the agents, who rather than encounter his abuse, allow him to slight work, thereby making better time. He may not intimidate all of the agents, but enough to facilitate his speed in getting through on time, making him a favorite for engine men to "pull," and train dispatchers to commend as "a good man to get over the road." They are allowed to go unhindered for the same reason we find in Mark xv 29: "And they that passed by railed."

Rather than encounter said railing when work is to be done, they hear when they should not, "Nothing to go," uttered with a mental reservation by the agent who says it.

This class of railers have created in self defence, a fourth class of railers who may properly be called

DEVELOPED RAILERS

Upon every road may be found men who are conscientious, willing and anxious to do their whole duty. Starting out with that idea, they not only ask for, but look for cars to go. Here is where the intimidated agent makes up for lack of work done by the natural railer. The work must be done. If left undone by one crew, the crew who will do it must do double duty. Day after day this class of men get overworked because they can be "worked." Engine men dislike to pull them, dispatchers are after them for always being late, and the only one who likes to see them is the agent, who keeps putting work on to them which the natural railer escapes by railing. Going in on time only to laugh at "the side track robber." "The agent's scape goat." "The engineer's hoodoo." "The dispatcher's torment," and "brakeman's Jonah." He sees conscientious work will not help him. He hates to rail. He must rail or cease to railroad, so he develops a spirit of railing in self defence. Paul says, First Cor. v 11: "Keep not company with a railer." Since perforce he must keep company with such, why not keep his own company? The other comes who does rail and escape while he did not and got left. Quote scriptures to and use, First Pet. iv 4: "Wherein they think it strange that

ye own not with them to same excess of riot. Speaking evil of you." Developing from diplomacy and in self defence a spirit of railing, the agent allows him to "pass by railing." The engine men like to pull him, the dispatcher beholds him coming in on time, and when he feels himself to be more unworthy and less manly than ever he finds himself often complimented on his improvement (?), and being in Rome, does like the Romans, while some other poor conscientious alien is made the one to be the "burden bearer" until he becomes converted and joins the railers."

These are not imaginary pictures requiring a microscope to perceive them. Many who read these lines can point to the transition period in their own experience when they joined the railers. Where is the remedy? From the first named class none is expected, they must be endured. The second class are above criticism, while they have it in their power to "be all things to all men" to the last two classes. The third and fourth class ought not to be antagonistic. Would not, if compulsory orders to the third class would stop their shirking by not allowing "time" to offset "work."

May the day soon come when Cæsar shall have rendered unto him "the things that are Cæsar's," and with all reverence I may add unto railers the things they deserve.

A Valid Excuse.

A parrot belonging to a ship's crew
Had heard the order until he knew
"Go below! Go below!" how to speak,
Which hoarsely, often came from his beak.
Going ashore, upon making port
With "Jack," the parrot, ready for sport,
Called: "Go below!" and, with a "ship's lurch,"
He entered the open door of a church.

Jack followed with reverent spirit
Saying, "service!" I will hear it."
He took a seat upon cushions soft
While flying, Poll took perch up aloft.
Jack then forgot, while gazing around,
About Poll above who made no sound.
While each one had a different view
Of their surroundings, to each so new.

The preacher began and sermonized
"He that believeth and is baptized
Shall be saved." The Bible he slammed,
He that believeth not shall be damned,
Which means hell fire with brimstone and woe
Believe or—"Go below! go below!"
Croakingly came from Poll overhead—
"And there's the devil" the preacher said.

Then began a terrible uproar,
The preacher led a rush for the door.
The way "go below" was there received
Meant (?) none had been baptized or believed.
The preacher as became their pastor
Leading his flock from dire disaster
Looked not back for the blind or the halt,
He feared the devil and Lot's wife's fault.

A crippled old lady quite serene
And slowly moving, by Poll was seen.
Thinking to cause her to faster go
He perched upon her with "Go below!"
"Mister Devil," (with nerve exquisite)
"I am only here on a visit,
Therefore, your orders I cannot heed,
I don't belong here, that aint my creed."

Was this old lady who would not heed
The imagined order, for lack of creed,
So far away from scripture teaching
Although in conflict with the preaching?
Do we not create hell by our sin?
Like Heaven's kingdom, "'Tis from within."
Surely, if one must reap what they sow,
We "order" ourselves to 'Go below."

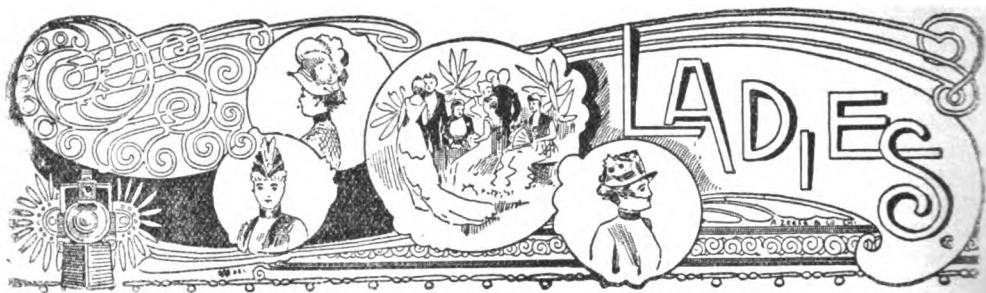
—S. E. F.

The Blue and Gold.

Written for THE RAILWAY CONDUCTOR, and dedicated to the Passenger Conductors:

'Tis right to sing the praises of the truly good and great;
And point them as examples for our youths to emulate.
'Tis right to love the starry flag that o'er our country waves,
'Tis right to deck with flowers sweet, our fallen hero's graves.
But martial deeds alone, should not our admiration hold,
There's homage due, my friends, to those who wear the blue and gold.
He must the "soul of honor" be, a champion of right
And guard with ever watchful care, his charge both day and night;
He must be prompt to leave on time; strive to avoid delay,
And well must know the needs of those who travel day by day;
A pleasant countenance must wear midst duties manifold,
And great vexations calmly bear, who wears the blue and gold.
Then brothers let us all pursue our unpretentious path;
And turn aside, with gentle words, coarse bantering and wrath.
If others can't retain their spleen, lets show them that we can,
Let each one prove in words and deeds, a thorough gentleman.
And when stern duty calls to us, our lives we'll cheaply hold,—
Impending danger to avert—who wear the blue and gold.

L. W. CANADY.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 15th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

UNCLE BEN'S SERMON.

Well Dan I wish you could have been, along with me to-day,
 And hear that little parson speak that lives across the way;
 He looks about just old enough to turn across your knee,
 But you'd have said his looks deceive, if you had been with me.
 When he had said his little prayer, or rather prayed with us,
 "Our Father" and the rest of it without a bit of fuss;
 He opened up the Holy Book, and never left a doubt,
 Although he did look young that he knew what he was about.
 He read about the Pharisees of how they washed so clean
 The outside of the platters, with the dirt left in between;
 How on the corners of the streets, they loved to stand and pray,
 How very rigidly they kept the Holy Sabbath day.
 But after all their outward show, of love to God and man,
 How much they fail to carry out, his wise and holy plan.
 Well after readin, in the book and askin' of the Lord,
 To bless to all the people the readin of His word,
 He give a great big lovin' smile, and wiped away a tear,
 And such a sermon as he preached, I'd go ten miles to hear.
 It wasn't like the scary ones, we heard in days gone by,
 But full of common "hard horse sense" and reason high and dry;
 I've been thinkin' all my life and I'm most sixty-four,
 But after all that I have thought and turned it o'er and o'er;
 I never went one-half so deep as did that little chap,
 I almost shouted once or twice and raised my hands to clap;
 But then I thought before too late and sorter settled down,
 And when he hit another truth, I hid behind a frown;
 He said as how it seemed to him the churches in the past,
 Had looked on things they "didn't do," to give their dye its cast.
 It didn't seem to matter if they did no good at all,
 Providin' that they "didn't" go, to theatre or ball.
 He said the men would sit in church and never hear a word
 The preacher said, and yet they'd say they went to praise the Lord.
 And then go home and scold their wife because the meal was late,
 And after givin' lengthy thanks would cuss and growl at fate.
 He said the sisters of the church would sing with voices high,
 Determined that the Lord should hear their praises in the sky,
 And then with one eye on the book the tother at one side
 Would ridicule a sister's dress, or else her cloak deride,
 They'd have the children learn by heart the ten commandments through,
 And read how Jonah in the whale went through the waters blue.

But if a neighbor needed help, they'd pass the other way,
And the last and great commandment neglected to obey,

The one that bids us "love the Lord with all the heart and mind,"

And "love thy neighbor as thyself" is in it too you'll find.

That though their barns were brimming full, their garners running o'er,
They'd shun the needy by the way or turn them from their door.

But like the Pharisees they'd tell of things they "didn't" do,

Expectin' (so it seemed to him) that it would take 'em through.

He said I tell you what my friends I haven't time to dance,

And as for theatres and cards I do not crave a chance;

But I believe a man is free to do as he thinks best,

To let his conscience be his guide, the Lord will do the rest,

And there are other ways than these in which men spend their time,

That robs the soul of nourishment and proves a greater crime.

And Jesus told us in his word that "publicans went in"

Where Pharisees could find no place because of blacker sin."

Its "thoughts" my friends, its "thoughts" he said, that makes the good in man,

And righteous thoughts are not confined to any clique or clan.

I long to see the day appear when in this glorious land,

A man's own conscience is the "creed" by which he takes his stand;

When love that thinketh good of all and seeketh not her own,

Shall dwell within the hearts of men to highest impulse grown;

When we shall find "thy kingdom come" right here upon this earth

And find in love to brother man that "kingdom" has its birth.

And Daniel, come to think of it, it does seem mighty queer,

We've seemed to miss the very peth of things as they appear

And spent much time in talkin' bout the things we 'didn't do,"

And as he said I guess we thought that way we'd muster through.

We've been too selfish all our lives a thinkin' of our own,

Until before we ever thought, we've hard and selfish grown.

And I purpose before I die to try another way,
And have a little more of heaven while here on earth I stay.

N. D. H.

COLUMBUS, O. March 12, 1892.

In a recent issue of THE CONDUCTOR I saw some queries in regard to our auxiliary to which, if the editor will favor us we will be pleased to reply through these columns.

The question is asked, "What are the principles and objects of the Auxiliary?"

Although this is a subject on which we have repeatedly gone into detail, nevertheless we are pleased to know it is again brought before the readers of THE CONDUCTOR.

The principles upon which our Order is founded are those of charity and true friendship—charity, you ask—yes charity the crowning grace is our cardinal doctrine. In God's word we are taught that charity is love, and what is there that love will not do?

Our object in organizing is also to unite the interest of wives of members of the Order of Railway Conductors for moral and social improvement and comfort, to secure to members the support and assistance of each other in time of sickness or distress, and to co-operate with the Order of Railway Conductors in further extending its membership.

Now my sisters can you not see in these fundamental principles, everything calculated to benefit, elevate, and refine those for whom it was established.

It is, and always has been, accepted that men must do the big things in this world while to women are left the little things. And what are the little things? Ah! of such is the world made up, and when we can form societies and all labor for one common cause we certainly think every one should make themselves a committee of one to do everything for the upbuilding and welfare of such society.

From the fact that our husbands are alike engaged in the same hazardous business we should strive to become more of one family with united interests. My experience has been that wherever we have a division of the auxiliary just at that very place the brothers have a more wide-awake and energetic division, and from what it has been my privilege to see, I think some of the O. R. C. divisions are sadly in need of an auxiliary.

Come my sisters, bestir yourselves, apply for.

a charter at once and organize a division and see whether you cannot imbue the O. R. C. Division in your city with some of the spirit of the auxiliary. This is not only your privilege but your duty, impel them into action with all the force of model example and see whether you will not prove a blessing.

Another question is asked, "Can ladies from a town or city where there is no branch of the auxiliary belong to a division in some other place?" Now then we are auxiliary to the O. R. C. in general, and not to the divisions respectively, consequently we will be glad to have the ladies form divisions or join at any place best suited to their convenience.

Our fourth annual convention will convene at Philadelphia June 14, at which time we would be glad to take into membership ladies from all parts of our United States, if they will but take the trouble to come and bring their husband's last receipt for dues to prove their eligibility, and then have them return to their homes and institute a division.

With the close of this fiscal year we expect to retire from office, having served the auxiliary as president for three consecutive terms and we are happy to say can turn over the business in good working order.

In the past eight weeks we have instituted seven new divisions, the last three at St. Joe, Mo., Andrews, Ind., and Cleveland, O., respectively and they like their sister divisions are well officered, and each and every member alike interested in the work of our cause. Although during the first two year's existence of the auxiliary we received but little encouragement, and in fact, an occasional cold water bath, yet we can boastingly say we now number about 400 members which goes to prove that we have come to stay.

MRS. CHAS. RAGON, G. P.
No. 38 West Mound St.

GALESBURG, ILL., March 12, 1892.

Thinking that on account of organizing of Galesburg Division No. 15 of L. A. to O. R. C. might interest some of your readers, I will commence by speaking of some of the disadvantages under which we labored.

Mrs. Ragon arriving here unexpectedly in the midst of the severest weather we have experienced this winter, it seemed indeed as if it could not be done in the limited time at her command, but by persevering, enough were found to brave the weather, and we were fairly started with twenty-three charter members. The following officers were appointed: President, Mrs. D. S. Hecker; vice president, Mrs. G. F. Conley; S. and T., Mrs. C. E. Smith; S. S., Mrs. J. L. Davidson; J.

S., Mrs. Wm. Young; G., Mrs. H. Weidenhamer; Ex. Com., Mrs. F. A. Shull, Mrs. A. H. Hall, Mrs. C. M. McKee; Del., Mrs. O. N. Marshall. Some of those who desired to be charter members were sick and not able to be out sent their names and fees. Such members we look upon as having a love of the Order in their hearts. Success is attending our efforts as at every meeting new members are admitted, and names proposed. At the rate we have commenced it will be but a short time until every brother's wife will be with us. Notwithstanding the remark was made that "no passenger conductor's wife had joined." Now I wish to say a few words in regard to that expression. Does that person realize from the standpoint of Him who created us that we are all equal? He will not ask us at the final day what organization we belong to, or whether we were wife of passenger or freight conductor. Oh no, there will be no such distinction then. Is it not singular in this era of advanced thought that you will find now and then one so narrow minded and bigoted that they cannot see any good in an organization if they do not belong to it; such people we do not care to have with us and their sneering remarks cannot hurt us and it will take much more than that to discourage Auxiliary No. 15.

Great credit is due Mrs. Ragon for her earnest work and we all owe her a debt of gratitude for bringing us together as a body which we hope will develop into an actual assistance to the Order of Railway Conductors.

Yours in T. F.,

OCCASIONAL.

[I am sorry that the sister should notice any such foolish "remark" as the one referred to in her letter. For whether it was made by the one accused of it or not, it should pass by unnoticed. One's husband's position or even their own, does not alter the person we all know, and if an occasional breeze blows such "chaff" our way, let it pass by, but close the eyes, for it is only by our giving it a lodging place that it can do any harm whatever. —ED.]

A Charm.

Every gentle deed you do
One bright spirit brings to you—
One more angel watch to keep*
By your pillow while you sleep;
Softer makes the wind's weird song
Through the pine trees all night long;
Clearer makes the white stars gleam
While you dream,
While you dream.

Every gentle word you say
One dark spirit drives away;
Makes the clover in the grass
Whisper greeting as you pass,
Swifter makes the cloud-ships fly,
Daintier makes each frosted flake
When you wake,
When you wake.

—"The Myrtle."

HUNTINGTON, IND., March 6, 1892.

Editor Ladies' Department:

Although somewhat tardy in my report of our division, let me state that the Ladies' Auxiliary of Huntington, Ind., is a reality, and a grand reality at that. Grand President, Mrs. Chas. Ragon, of Columbus, accompanied by Mrs. McMillan, of Toledo, and Mrs. Saner, of Fort Wayne, visited our thriving city the 16th of January, and organized Erie Division No. 16, with Mrs. S. N. Creamer, president; Mrs. N. H. Crist, vice president; Mrs. A. B. Spach, secretary and treasurer; Mrs. W. S. Garr, sen. sister; Mrs. B. S. Gibney, ju. sister; Mrs. S. P. Johnson, guard. Although our division is as yet in its infancy it is in a more prosperous condition than many older divisions, having 22 charter members, and since organizing have initiated 6, and petitions for membership are coming in right along; this certainly is encouraging, and is proof evident that the Brothers are interested in us. As we have some loyal and determined ladies in our division, we surely know no such word as fail. Thanking our Brothers for the many acts of kindness and the many encouraging words spoken, we hope that at some future time we will be able to show them how fully we appreciate their every kindness. And hope that in a few years from now we may be able to point to our Auxiliary as one of our noblest undertakings.

MRS. THOMAS BUSSERT,
Cor. Sec. Erie Division No. 16.

OTTUMWA, Iowa, Jan. 13, 1892.

Editor Ladies' Department:

Please allow me space in THE RAILWAY CONDUCTOR to tell the readers about Sister Ragon's visit to us, although I suppose she would do that better than I. But, nevertheless, we enjoyed it very much, and the result was the organization of a new division of the Auxiliary.

Although we are few in number (owing to so much sickness in families of the O. R. C. and others, at the time,) we hope to be stronger soon.

Enough cannot be said of the self-sacrifice of Sister Ragon in this work, in going from place to place for the benefit of the Order and especially at such a time as this, when sickness and death are so prevalent everywhere.

We also feel very grateful to our "Creston Sisters," Loughridge and Dill, of Lay's Alta Division No. 2 for their kindness in coming to our assistance at this time. Sister Dill having left her home several days and visiting among our railroad people helped much in getting up an interest and in organizing.

The Brothers deserve great credit for the handsome way in which they came to our aid in providing conveyances for the ladies to and from the hall, and in many ways made themselves agreeable. I do not see how our Division can help being a grand success when we have such noble backing.

I have always felt a deep interest in railroad people and think it is right for them to hold each other up; and as it in no way interferes with our duties as wives and mothers, I think it is nice to organize Auxiliaries. It will, perhaps, make the Brothers take more interest in their Order and in many ways make life pleasanter for them and us. That is the effect of our Order. I hope all will be interested. And now Mr. Editor if you will be patient with me you may hear from us again.

MRS. A. W. S.

This letter would have appeared in the February number if it had reached us a little sooner, the copy had all been sent in for that issue when we received it from Brother Daniels, to whom it was sent. Then I failed to find it when the copy for the March number was made out, but am glad to publish it even at this late day. Sisters, please send your letters direct to me hereafter. Notice heading to our department and read carefully, so you will not be disappointed when you fail to find your letters soon after sending them.

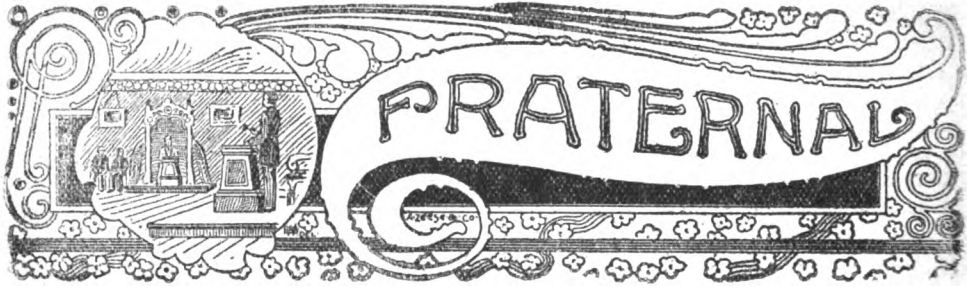
Lovingly,

EDITOR.

Ladies' Auxiliary Organized.

The Ladies' Auxiliary to the Order of Railway Conductors, Cleveland Division No. 1, was organized Thursday afternoon, Odd Fellows' Hall, 52 Public Square. Mrs. Charles E. Ragon, of Columbus, Grand Organizer of the Order, installed the officers, assisted by Mrs. T. W. Neville, of Columbus. About forty Cleveland ladies were present and the following officers were elected: President, Mrs. C. P. Hodges; vice president, Mrs. J. H. Sylvester; secretary and treasurer, Mrs. J. W. Scavlin; senior sister, Mrs. Forbes; junior sister, Mrs. James Smith; sister guardian of the door, Mrs. Lehoff; delegates to the June convention at Philadelphia, Mrs. Wilson; alternate, Mrs. C. P. Hodges. The following ladies were present from Bellevue: Mrs. Hillbert, Mrs. Hill, Mrs. J. Collins, Mrs. R. A. and Mrs. I. A. Myers.

The Order is for the promotion of social and charitable work, and will work in perfect harmony with the O. R. C. Thursday evening, there was a banquet for the ladies and gentlemen of the Order and the Auxiliary.



PARKERSBURG, West Virginia, March 14, 1892.
Editor Railway Conductor:

DEAR SIR:—It has been some time since I have seen *THE CONDUCTOR*'s smiling countenance, have lost all sight of it, but hope to see it again soon, as I have just sent the required amount to bring it. My case is like many another member of the Order, in position where I cannot attend the meetings, and have not seen a constitution as revised at the last Grand Division, at St. Louis. I think it a grand move to make every member who wants *THE CONDUCTOR*, pay for it, and am willing to pay for mine. I have not seen anything in regard to federation but the action of the Express company has brought it to mind again and I think it is a good lesson to all men who have to depend on corporations for a livelihood, that the sooner labor is combined the better it is for the working class. Now here is one case to cite; they say to their men you must do as I say or go. How many a good man was let out without one warning? Men who have worked long and faithful, who have taken their life in their hand to save a few dollars for this same company who now says to them, "You shall not organize a beneficial society for the protection of your dear wives and children but you must do what I say or your head comes off." This is good old America and its people are free. How many a good man laid down his life to abolish slavery in this glorious country, our grand fathers way back in seventeen hundred fought for the freedom of the people of this country and were successful. Our fathers then took up their arms and abolished slavery in this country. Now here is a few capitalists who are mightier than a whole nation, they say, "you must do as I say." Where is the true American who will stand and see this done? Is there any wonder that there are strikes and rumors of strikes when good free men are ground down in this manner by a few men and their paltry dollars. I say, and hope to see the time that labor will be combined to a man. This action of these express companies are only forerunners for other corporations, when they see what it has done they will follow suit. No doubt you have had some of

these very men on your trains, as I have and found them to be good and true men to their employers.

Now they must go, just because they have organized this beneficial brotherhood which pays a member ten dollars per week if sick or ten dollars a week if they should get hurt while in discharge of their duties. For their company, as when an accident happens to them, their pay is stopped until they report for duty again. Now if these companies would help their men in such cases they could have no excuse for organizing.

It is now time to do something in the way of a good strong federation before it is too late and labor has to yield to capital.*

Capital and labor should go hand in hand, but it is not the case. Capital has put its foot on labor's head and is trying to crush the life out of it, which it surely will do if there is not a halt put to it. The time has gone by when men can say I am a conductor or engineer and my interests are protected, or the fireman and brakeman can say I am OK for my order will take care of me. What is one body without the aid of the other? My answer is just this, if we depend on our order alone, we are of no significance, but put the four orders together and see what can be done. Corporations then will come to us, we need not go to them.

Now it is just the same with other labor organizations. There is strength in unity and it is time that this union is perfected.

Now I hope I have not said anything to offend any Brother and especially ye editor. If worthy, I hope to see this in *THE CONDUCTOR*, if not, return to me at my expense.

T.

—•—
Hustling Conductors.

NO. 307, O. R. C.

The writer, feeling some interest in Division No. 307, Order of Railway Conductors, located at Jersey City, has taken it upon himself to collect such facts as may be of interest to railway organizations in our locality, which are here presented to our readers.

This Division of the Order was first brought together in organization as Division No. 44, Brotherhood of Railway Conductors, on January 22, 1890, at the Merchants' Hotel on Cortland street, in New York city, by L. W. Travis, one of the grand officers of the Brotherhood. After a period of unbroken prosperity, extending from the date of the organization of the division to the time of the Louisville convention, the division, by a unanimous vote, decided to stand by the action of the committee appointed for the purpose of the consolidation of the two conductors' organizations, and were, on November 15, 1891, mustered into the Order as Division No. 307, by Deputy Grand Conductor Robert McDonald; and right here, let me say, he did his Grand Chief honor, and won the hearts of the members of the division which he instituted.

Division No. 307 stands to-day shoulder to shoulder with all those engaged in the good work, and it is the aim of those who compose the division to make it the banner division of the Order in the east. It has to-day, on its rolls, seventy-two members in good standing, with twelve knocking at the door for admittance. The meetings are well attended, and there are a large number of visitors from divisions in the vicinity, especially No. 169, of which Robert McDonald is a Past Chief Conductor.

I am requested to state to all who may read this article, that a hearty invitation is extended to all sister divisions to come and visit No. 307, at 141 Jackson avenue, Jersey City, on the second Wednesdays and fourth Sundays of each month. The officers are: H. A. Boyd, C. C.; W. H. Jackson, A. C. C.; O. J. Freeman, Sec'y-Treas.; W. T. Sopers, S. C.; George Terrill, J. C.; D. S. Horton, I. S.; F. S. Ellis, O. S.—*H. A. B. in Railroad Employee.*

CEDAR RAPIDS, IOWA, March 6, 1892.

Editor Railway Conductor:

DEAR SIR:—You may think Valley City Division No. 58 is dead, which I assure you is a mistake. It never was more alive than at the present, how can it be otherwise officered, as it is.

First, where can there be found a better C. C. than Brother Art. Maxon, he is number one and up to snuff; and Brother L. M. Peck, S. and T., is the best in the market and onto his job. With Brother Charley Ross S. C.—the long lost but true as steel—Brother. T. B. Watson, J. C., always ready to disrobe and go through the wardrobe of all new comers; and visitors will always be shown the easiest chair in the room.

Excuse me George, for missing you. Brother George D. Martin, A. C. C., is the old reliable,

tried and found faithful. Brother Gibney, I. S., goes one eye on all who come late, playing peak-a-boo; and last but not least, Brother Francis, O. S., is always at his post, and woe be unto he who enters his den without the proper signals. Sunday, the 16th, we put four men over the first division and two over the second division, and one went out on a regular run on the third division. Everything went like clock-work, barring a slight variation in watches on the third division, which I will guarantee will not occur again.

Brother Wm. P. Daniels was with us, gave us some new ideas which were endorsed by all, after some lively sparring. Brother Vandercook, of No. 46, who runs a train of highly varnished cars between Cedar Rapids and Chicago, was a visitor who always has an original joke to crack or a bone to pick with someone.

Since the 1st of January, 1892, we have set up over a dozen new conductors, all robust, good looking fellows.

Yours in P. F.,

NOT DEAD, BUT WIDE AWAKE.

BENNETT, PA., March 15, 1892.

Editor Railway Conductor:

I wish to say a few words in regard to where our next Grand Division will be held. It may be early to speak on this subject, but it is better to be on time than late. I would say, why not Pittsburgh.

R. B. Hawkins Division 114 is located in Pittsburgh, and Divisions 217, 314, 201 and 281 in the immediate vicinity; also Divisions 51, 144, 163, 172, 174, 177, 270, 278, 289, 309 and 326 are within two and three hours ride. Come, Brothers, give us your views on this subject. If we want the Grand Division held in Pittsburgh we will have to throw off our coats and go to work. Discuss it in your division room.

You may say we have plenty of time; I will admit we have, but as we only get THE CONDUCTOR once a month and I would like to hear from all divisions mentioned through the columns of THE CONDUCTOR, it will take all the time there is to spare. I will say the Brothers of Anchor Line Division are in favor of the Grand Division being held in Pittsburgh, and will insure all a good time that come their way.

Miss Tillie Huebner, of Hartford, Conn., presented Anchor Line Division with three very beautiful signal flags. The Brothers of Anchor Line Division extend their thanks to Miss Huebner, hoping at some future time they may return the compliment.

Our worthy chief, Brother E. R. Emery, made the presentation speech. I tell you Pa can do it.

Yours in P. F.,

J. C. H.

April 5, 1892.

Editor Railway Conductor:

In the Ladies Department of the March number of THE RAILWAY CONDUCTOR, I read with much interest an article by "Interested." The question with me is, can anyone read that article and then remain silent, admitting that they had "given the matter but little thought?" Is not the idea one that should take a firm hold on the thoughts of every one, especially those engaged in railroading?

Is it not time to be up and doing? He who does not take advantage of opportunities deserves not success. The opportunity is with us; then why not hasten to seize it? By and with the combined efforts of all classes of railroad employes, our condition may be greatly bettered; in a word, why not federate, first by each organization becoming a unit; second, by combining all organizations in making common cause against a common enemy, viz., the oppressors of labor.

Our employers in the railroad world, with "wonderful" sagacity, have managed to create dissensions among us, by favoring some of our members in various ways, thereby enlisting them on their side of the question. Take for example, the conductors.

Passenger conductors receive from thirty to fifty per cent more for their labor than the freight conductors. It is for their interest, they (the passenger conductors) imagine to not only stand idly by, when their brothers, the freight conductors, raise a protest against their small pay, but counsel submission, because if the freight men should succeed in getting a fairer return for their labor, it might serve to make their chances a little more slender with "the powers that be."

Some roads are paying their passenger conductors seventy-five per cent more than their brothers in freight service and in addition thereto, an annual pass is sent each and every one at the commencement of each year, for themselves and family over the entire system, while the freight conductor gets a quarterly pass for *himself only, over his particular division.*

Why is such a wide gulf drawn between these two grades of conductors, if it is not done with a view of enlisting the passenger conductors on the side of the officials?

My opinion is that no true brother will accept favors of this last mentioned character unless they are made universal, then they would be able to hold up their heads among their brothers, feeling that they were under no obligations to the officials to cry down and discourage any attempt on the part of their brother conductors, who are running freight trains, to gain their just dues. I do not believe there is a passenger conductor in

the Order to-day, but will admit that the freight men are under paid.

And I further believe that if the passenger conductors would manfully go to work and aid their brothers in the freight service, *their* condition would be bettered, and *that* not only without losing anything themselves, pecuniarily, but would gain the everlasting friendship and loyalty of the freight men, and when such a feeling existed, I should like to see the railroad officials who would have the temerity to attempt any reduction in the pay or privileges of their passenger conductors.

It would be like shying a stone through a hornet's nest when all the hornets were at home.

Brother passenger conductors, it lies with you to say whether this breach which is opening up between you and your brothers on freight, shall widen or be closed up. Freight men are becoming uneasy all over the country, they see their brother passenger conductors being favored far beyond anything they receive, and when they talk of sending committees to try and better their condition they behold the passenger men as a unit (almost) arrayed against such action.

Brothers in passenger service, think of this, and hasten to correct the impression, gaining in strength every day, among the freight brothers that you are not in sympathy with them. Attend the division meetings regularly and aid in getting the just claims of the freight brothers in form to be presented.

Give the officials to understand that the members of the Order are a unit, and that they must recognize the just claims of freight conductors, and that no favoritism shown them will alienate them from supporting their brothers.

Sister "Interested" has started in the right direction, and I earnestly hope the sisters all over the country will do some "thinking."

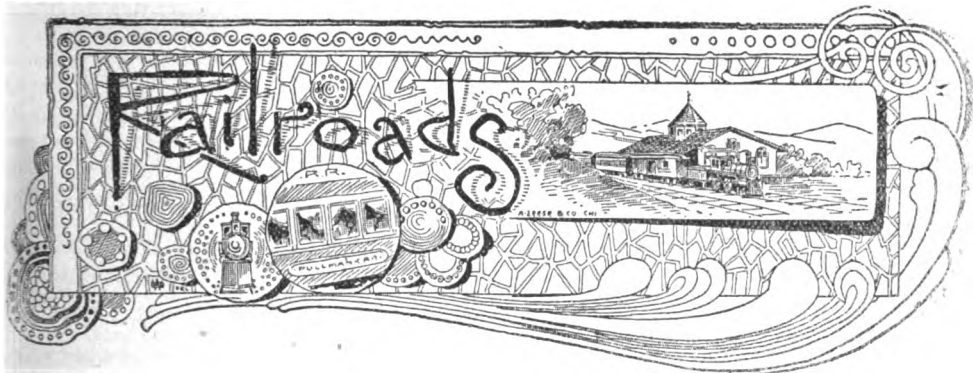
See to it sisters, that your husbands, brothers, or lovers, as the case may be, belong to some of the labor organizations, and that they *never miss a meeting without good and sufficient cause*, and don't you be that "cause;" and see that they advocate federation. You can spare the loved ones for a couple of hours, twice a month. Occupy the time by "thinking" and when he returns from division or lodge meeting, talk over with him the thoughts you have had.

It will encourage him more than you think, when your husband realizes that you are interested in these matters it will strengthen him immeasurably.

I am blessed with a wife who takes a lively interest in these matters and when she sits down and talks her thoughts to me I feel doubly strong in the work.

Sisters, you can do a great deal if you will, and I earnestly hope and trust you will take "Interested's" suggestion and commence to think and work.

K. N.



The Canadian Pacific Schedule.

Crews assigned to passenger runs will be paid 4,600 miles or over as follows:

Conductors.....	\$ 1.00 00 per month
Baggagemen.....	60 00 per month
Brakemen.....	55 00 per month

The five crews running between Winnipeg and Fort William, and the crew between Banff and Donald to be paid \$100 per month.

PASSENGER—BRANCH LINES

Conductors.....	\$90 00 per month
Baggagemen.....	60 00 per month
Brakemen.....	55 00 per month

MIXED TRAINS.

Conductors.....	\$90 00 per month
Baggagemen.....	60 00 per month
Brakemen.....	60 00 per month

FREIGHT TRAINS.

Crews on all freight trains will be paid as follows:

Conductors.....	\$2.90 per 100 miles
Brakemen.....	2.07 per 100 miles

On and after April 1st, 1893, freight conductors to receive \$3 per hundred miles.

Eleven hours or 100 miles shall constitute a day's work in road service. Overtime after eleven hours to be paid for at schedule rates. This time to count from time-bill time, or the hour at which the train is ordered, the time of finishing trip when conductor registers.

WORK TRAINS.

Crews on work trains will be paid as follows:

Conductors.....	\$90 00 per month
Brakemen.....	70 00 per month

Twenty-six days of the calendar working days of a month to constitute one month. Twelve hours or less to constitute a day's work. Overtime to be paid for at the same rate. Trainmen ordered out on occasional short runs of less than 100 miles shall be allowed one day's pay, but may be held for service to the extent of eleven hours, said hours not to run beyond midnight.

1. Trainmen will be called as nearly as practicable in time to be on duty thirty minutes at least before leaving time of train. Caller to be furnished with a book on which is registered time train is ordered to leave, and in which trainmen will sign their names.

2. When trainmen appear for duty and are

not required they will be allowed one-fourth of a day, or twenty-five miles, and will stand first out. All cases of greater delay than twenty-five miles to be settled on their merits.

3. Trainmen dead-heading on passenger trains will be paid at passenger train rates. Trainmen dead-heading on freight trains with their cabooses will be paid full rates. The first crew out will run dead-head and the second run the train; the dead-heading crew will be the first out of these crews on reaching the terminal station.

4. Trainmen held off on company's business will receive pay at their schedule rates and reasonable expenses when away from home. If attending court, witness fees to go to company.

5. Switching at terminal and turn-around points to be paid for at twenty-five cents per hour for conductors, and seventeen cents per hour for brakemen. All work not in excess of thirty minutes to go to the company; all over thirty minutes to be counted one hour. No switching time will be allowed except on certificate on form 748, signed by agent at station where work is done.

6. The right to regular runs and to promotion will be governed by merit, ability and seniority. Everything being equal, the trainmen longest in the service will have preference, provided they have passed the required examinations. Freight conductors, when adapted to passenger service, will be promoted to passenger trains according to ability and age of continuous service on their respective divisions. The question of ability and adaptation to be determined by the superintendent. The rating of a conductor as such will begin from the time he is first regularly given a caboose. Occasional trips in an emergency will not be counted.

7. Assistant superintendents will so regulate the number of crews that trainmen will make fair average wages during the slack season.

8. In case of breach of discipline as a general rule, parties implicated will be notified, in writing, within ten days after the occurrence of the decision arrived at. Should any trainman or yardman think he has been unjustly dealt with, he may send a written statement of the fact to the assistant superintendent, when the case will be re-investigated and a decision given within five days, and if the party interested still considers he has not received justice, he may appeal to the general superintendent.

9. Conductors shall not be required to take out a brakeman whom they know to be incompe-

tent more than one round trip after they have reported inability of brakeman in writing to superintendent.

10. Freight trainmen will be run first in, first out of terminal stations.

11. Trainmen leaving the service shall be given a letter stating the time and capacity of service in which employed, said letter to be given as early as practicable after application.

12. Freight trainmen running passenger trains will be paid passenger train rates, except when the hand brakes have to be used, in which case they will be paid freight train rates.

13. When there is a grade on any section over which the regular load cannot be taken without doubling, or where the regular load sheet is exceeded by order of the train dispatcher, the mileage for doubling to be allowed, all other cases to be settled on their merits.

14. When work trains are put on, they will be given to junior conductors if the superintendent considers them competent.

15. Time slips will be returned to conductors for correction when not honored.

16. Brakemen to be promoted to conductors under their assistant superintendent, as per article 6.

17. All previous schedules are void.

The above was signed, and to come in effect on April 1, 1892, by General Superintendent Whyte, on behalf of the company; E. E. Clarke, grand chief conductor, and W. G. Niblock, chairman of the local committee, on behalf of the Order of Railway Conductors; S. E. Wilkinson, grand master, and F. Garnham, chairman of local committee, on behalf of the Brotherhood of Railroad Trainmen.

Following is the schedule of rates for yardmen, which was appended to the above, and accepted by Messrs. Whyte and Wilkinson on behalf of the company and trainmen:

All engine foremen and helpers employed at Fort William, Rat Portage and Winnipeg will be paid as follows:

Foremen.....\$2.80 per day

Helper.....2.50 per day

Twelve hours or less to constitute a day's work. Overtime to be paid for at same rate.

MR. R. M. HIGGS.

THE RAILWAY EMPLOYEES CANDIDATE FOR THE LEGISLATURE FROM TARRANT COUNTY.

HE FAVORS A COMMISSION, BUT A MODIFIED ONE.

On January 12 of the present year a meeting of all the railway employes' organizations of Texas was held, and among other things they placed in the field Mr. R. M. Higgs, a well known and popular freight conductor on the Texas and Pacific, for representative from this county. Meeting Mr. Higgs yesterday, a *Gazette* representative questioned him concerning his candidacy. He said.

"Fort Worth is the recognized railway center. The railway men, realizing this fact, have placed a candidate for the legislature in the race, and I am the man selected to make the fight. We realize, also that our interests are identical with those of all labor classes and the people, and we know, and the railway companies know that the commission has come to stay. I, as the railway em-

ployes candidate, favor a commission, but I must say it's work should be confined to preventing discriminations and extortions. Texas ought to know, too, she cannot get commissioners at a salary of \$3,000 to \$4,000 a year to regulate railway rates—it is out of the question. Whenever a man is found who can construct a freight schedule intelligently there is a salary of not less than \$12,000 to \$15,000 waiting for him. The railroads are hunting that sort of men in their service.

With reference to the alien land law, I want to say the present one should be radically amended. I favor such a law in a more moderate sense. It should not be so enacted as to exclude foreign capital or to cloud titles to land."

Mr. Higgs has been a resident of Fort Worth for a number of years, coming to this city from Memphis. The *Appeal-Avalanche* of Memphis says: "Mr. R. M. Higgs, a former Memphian, and a popular railroad conductor, formerly with the Illinois Central railroad, running between this city and Grenada, and at present in the employ, as a conductor, of the Texas and Pacific, and residing in the city of Fort Worth, Texas, is a prominent candidate for the legislature from Tarrant county. Mr. Higgs was with Capt. T. B. Dillard in the cotton business before he embarked into the railroad service, and is a nephew of that gentleman and Capt. John Dillard of the Memphis firm of Dillard & Coffin. Mr. Higgs is a worthy gentleman, and his friends wish him success."

The above item is taken from a Fort Worth paper and is a fair indication of the sentiment in the 6th district in regard to Bro. Higg's candidacy.

A Back-Down.

There is considerable comment in railroad circles on the outcome of the Canadian Pacific strike. It is generally regarded as a square back-down for the railroad. A prominent official yesterday said:

The strike was brought about by the Canadian Pacific's hostility to organized labor. It was learned that the employes of the road would ask for a conference regarding the wages of the men. The company attempted to head off such a movement by inquiring of the men whether they would strike if ordered to do so by the organizations to which they belonged. Those who answered in the affirmative were discharged, and the strike was ordered. President Van Horn is known as a very determined man, and no one was looking for a speedy ending of the trouble. But suddenly it is announced that the matter is referred to the engineers for arbitration. This is virtually a concession by the Canadian Pacific of the whole case, while it seeks to convey the idea that it is still contending for its side of the question. The Brotherhood of Engineers will, of course, uphold the men, and the Canadian Pacific knows it. So, after beginning a contest against organized labor, it suddenly yields everything.

Just what impelled the step taken is not known. All who know President Van Horn are satisfied that he did not authorize such a step. It is thought that the Canadian government, who virtually owns the road, was afraid of the effect of an extended strike, and so brought it speedily to a close by yielding to the demands of the men.—*St. Paul Pioneer Press.*



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE C. P. STRIKE.

We had intended to give a somewhat extended account of the recent strike of conductors and brakemen on the Canadian & Pacific and of the circumstances which led up to it, but with the space at hand, it seems a hopeless task for to give a history that would be at all adequate, it would require more than the entire space in this number of the CONDUCTOR, and as a compromise, we do not think we can do better than to quote largely from the circular issued by Bro. Clark adding to it some quotations from Winnipeg and Montreal papers with incidental comments thereon. Bro. Clark says:

"In January, the general committee for the Western division of the Canadian Pacific made an effort to secure a new schedule of pay giving them an increase. Failing in their effort to secure a satisfactory settlement, it being a joint committee, Grand Master Wilkinson and I were called, and upon our arrival found the committee dismissed for declining to abandon their efforts and return to work. We met the General Superintendent and he asked to have the matter postponed until his return from Montreal where he had been called by the President. He informed us that the matter would have to go to the President as he had not the authority to grant any increase in pay. We took up first the question of the dismissal of the members of the committee and were assured by Mr. Whyte they would be returned to service, and that immediately after his return from Montreal he would reconvene the committee and endeavor to adjust the matter. Inasmuch as the question must of necessity go to the President we agreed to the postponement under the above terms. On March 5th I received a call to come to Winnipeg at once. This call found me sick in bed with a vicious attack of "La Grippe." Bro. Garretson was instructed to go in my stead. Before he could get started a message was received from the chairman saying case had been reopened and satisfactory settlement expected. Two days later message came calling upon him to come at once, and he arrived at Winnipeg on the 13th, meeting Grand Master Wilkinson there. At the time of our adjournment in January, on account of the dismissal of the committee and the disposition thereby shown by the officers, Brother Wilkinson and I instructed them to secure a vote of the men upon the question of sustaining and

supporting the committee and the grand officers in case such tactics were again restored to by the company. The vote was practically unanimous in favor of resorting to a strike if necessary to resist such methods. Bros. Garretson and Wilkinson called upon Mr. Whyte with the committee on the 14th and were promised an answer at noon of the 15th. The answer came in the shape of a refusal and a declination to discuss the matter with them as representatives of the organizations. As early as the evening of the 13th the superintendents began calling the men into their office and presenting to them for their signatures a document pledging the signers to remain loyal to the company and to repudiate any action taken by the committee. Every one of the members to whom this was presented declined to sign it and every one who declined was discharged. This was kept up by the officers until by the time Mr. Whyte delivered his answer on Tuesday noon, some thirty crews had been discharged. Brother Garretson wired me the condition of affairs and asked if action should be suspended until vote of the men on the Pacific and Eastern divisions could be taken. Realizing that the loss of so much time would be fatal, I advised acting upon the vote already in and taking the others as soon as possible. A member was sent east and one west for this purpose, and on Wednesday the 16th Mr. Whyte was informed that unless every man dismissed was reinstated and the requests of the committee granted before twenty-four o'clock of that day all members on his territory would retire from service at that hour. No reply was received from him and at midnight the strike was on in accordance with the laws of both the organizations directly involved. As soon as it was possible for me to get out, and before I should have done so, I went to Milwaukee to meet a joint general committee for the M. L. S. & W. R'y, who had been patiently waiting for my recovery. I spent the 18th with them and their General Superintendent, and we progressed very nicely. At noon I received a message from Bros. Dorsey and Garretson requesting me to come to Winnipeg at once. On account of the gravity of the situation I sent the M. L. S. & W. committee home and took first train for Winnipeg, arriving there at noon on the 20th. Immediately upon arrival, the report of the vote on the Pacific divis-

ion was received, and being unanimously favorable we ordered them to strike at twenty-four o'clock that date, which they did. At this time a committee of engineers called upon me and in outlining my position to them I said: 'So far as the dismissed members and any who have been dismissed for declining to take their places are concerned, our terms are unconditional surrender. We propose to protect our members so long as we have anything to fight for or so long as we have anything to fight with, we propose to afford the same protection to the men dismissed for refusing to take the place of one of our members, that we furnish to the members.'

The same committee waited upon Mr. Whyte and proposed to him the unconditional return of the men and submission of the disputed points in the schedule to a board of arbitration. This proposition was wired to the president and declined by the latter with profuse thanks for the kind disposition of the engineers and the statement that the longer the trouble continued, the larger would be the number who would not be returned to work. The officers of the road boasted that we could not induce the men east of Port Arthur to assist or support us, but, when on the morning of the 22d, they awoke to find their road idle from Port Arthur to Chalk River, (nearly 800 miles,) they changed their minds. The committee of engineers before spoken of, renewed their efforts to effect a basis of settlement and spent the entire night of the 22d in consultation, alternately with Mr. Whyte and Grand Master Wilkinson and myself. As a result of their efforts they brought to me, at 5 o'clock of the 23d, a copy of the basis of the settlement as finally accepted, and information that the same had been wired to Mr. Van Horne and an answer promised by noon. At 11:15 a message was received from the Vice President accepting the terms, and they were presented to us for acceptance. The strike having been declared and waged in support of those who had been discharged on account of their loyalty to the organizations, and the proposed terms of settlement including the terms demanded by us so far as they were concerned, we could not have longer continued the fight without being unreasonable. The point for which we struggled had been gained, and without any hesitancy we accepted the terms which had been accepted by the company, and which had, in reality been dictated by us.

We had the vote of the men almost unanimously for all lines east of Chalk River and west of Montreal. Some may wonder why we did not call them out. We withheld the order on account of the possibility of a settlement being in sight. The officers of the company knew we were prepared to do this and when we convinced them of our ability to tie up the great system from ocean to ocean they were willing to accept terms of settlement not dictated by themselves. There is no question in the mind of anyone in the least conversant with the facts, but that the strike was forced upon us by the company in an effort to disorganize our forces and deal a death blow to organization among their employees. They pinned their faith to their belief that the men would not stand by and assist each other. All honor is due to our members for their unswerving loyalty to each other and to the Order. They have made

a record which goes far to establish a reputation of which the Order may well be proud."

The first fact that will be apparent to even the casual observer, is that while the trouble is designated as a strike, it was in reality a "lock-out," the company having commenced the dismissal of all men who would not pledge support of the company under all circumstances. The general officers of the road deny that the employees were required to sign any agreement or to leave the organizations of which they were members and say that in cases where it was definitely proven that men had been required to sign a written or printed agreement on pain of dismissal, it was through a misunderstanding of the minor officers. Admitting this to be true, what difference does it make? It is not denied that they were asked to make a pledge and with the class of men interested a verbal pledge meant as much as a written one. Again too, what difference does it make if the men were not required in specific terms to "withdraw from their organizations" if the pledge that was required of them required them to either perjure themselves or withdraw? As has been shown and not denied, the first committee that called upon Mr. Whyte were dismissed for performing the duty that was delegated to them by their fellows and it was only by the intercession of Bros. Wilkinson and Clark that they were reinstated; then when in pursuance of the agreement made with Mr. Whyte, the matter of wages was taken up and no settlement could be arrived at and the officers of the organizations had been called, the company commenced asking the employees to repudiate the pledges that they had made to the committee that was laboring for them and support the company in anything it chose to do, even to the second dismissal of the members of this committee while the organizations of which they were members were bound by every legal and moral obligation to support them, the company endeavored to mislead the public by asserting that they "did not require the men to withdraw from the organizations." No member of either of the two organizations interested could make the pledge asked of him by the company and remain in the organization a moment thereafter without being a perjured scoundrel and it is not surprising that the members declined and preferred dismissal.

The next thing that we wish to call particular attention to, is the fact that contrary to the prevalent opinion the original cause of the strike was not settled by arbitration. The strike was not on a question of wages but was wholly and solely because of the dismissal of the men and the strike was settled by the agreement on the part of the company to reinstate without prejudice, all who had been dismissed and all who were engaged in the strike, as a precedent to submitting to arbitration the matters which were pending when the strike was caused by the dismissals.

A fair outline of the situation was presented in the *Winnipeg Tribune* of March 23, in its correspondence from Rat Portage and from which we extract as follows:

"It is little use now going back to the alleged grievances which originally incited the men to move in the matter of relief. Those matters are laid aside for the present to make room for the settlement of a much more important question, a

question which not only attacks the organization of conductors and trainmen, but involves also the right of all labor to organize for the purpose of protection. Of course, you have heard of the much talked of papers which the men were asked to sign, and equally, of course, you have read the official explanation of the transaction, in which it is emphatically stated that the parties responsible for submitting the papers to men for signatures had no authority for doing so. Now, what are the facts? At each terminal and divisional point (and mind you this occurred while the negotiations were going on in Winnipeg) a responsible agent, in some instances specially appointed to the duty, ensconced himself in a private room, and issued instructions that all trainmen who happened to be then at that point, be sent up individually to interview him, as he had important matters to discuss with them. This was done. A man was sent for, he came, entered the room, the door was carefully closed and every effort was made in the shape of promise of promotion to induce him to sign a paper which declared that in the event of any trouble arising between the company and his fellow workmen, that he would desert them, and cling to the company, that he would go back on the confiding delegates whom he had assisted to send to Winnipeg, and stand by the company to the last. Was there ever a clearer case of an attempt to bribe and corrupt, to submerge all principle and destroy that bond of self respect and brotherhood which has done so much to elevate the working classes of this country to a state of comparative comfort? The plan was a good one, and displayed a great knowledge of human nature, and fifteen or twenty years ago might have succeeded admirably. In this instance it failed miserably, as it deserved to; and, although every man was dismissed from the service of the company on his refusal to attach his name to the paper, let it be said to the credit of human nature that every man did refuse point blank, and contemptuously ignored the attempts to undermine his loyalty to the obligations he assumed when attaching himself to the Brotherhood of Trainmen.

Here then, in a nut-shell, is the question which will be fought out. Have the employees of the C. P. R. a right to organize or attach themselves to an organization for the purpose of protection and for the working out of their own and their fellow workingman's salvation."

The usual reports of violence and disorder were sent over the country in the interest of the corporation and charges were made that strikers were assaulting those who were endeavoring to handle trains, and that in one case men were shot at, but in every instance it was disproved with the one exception of the case of the assault on Mr. McKenzie at Rat Portage. It seems to be a fact Mr. McKenzie was assailed and knocked down while endeavoring to get a train into that place, although the reports were greatly exaggerated, that gentleman himself stating that "shots were fired" but it was soon proved to be untrue and that the only "shots" fired at all were fired by the C. P. special policemen who were annoyed by being subjected to a volley of snow balls from the ubiquitous small boy and they found it necessary to use firearms to protect themselves from the boys. Mr. McKenzie claims to know who it was

that struck him but declines to tell. It is likely that his reason for declining is that if he should tell it would show the strikers blameless.

Mr. Whyte complained of unfair usage in that the employees did not offer to "arbitrate" and in a long letter really to the public, although ostensibly to Superintendent Tait, Mr. Van Horne makes many incorrect and misleading statements. He first says that the main points of difference were in regard to rates and pay for delayed time; that this was the principal difference between the parties prior to the dismissal of the men who would not "take the pledge" is probably true, but that it was a feature of the strike or had any direct connection with it is wholly untrue. The gentleman also quotes the employees as asking for a settlement which, while it advanced the pay of the conductors, reduced that of the brakemen, and says that the company declined to do any such injustice to its brakemen. Mr. Van Horne simply reverses the facts; the proposition was made by the company and rejected by the committee. He further says: "At no time did the committee ask for a hearing at Montreal, although every employee knows that in such cases of dispute the employees always have the right to appeal to the highest authority." True, Mr. Van Horne, they do know they have that right, but their memory seems to be a little better than yours and they remember distinctly that less than eighteen months ago a committee of employees, after trying in vain for over three months to provide for a meeting with the general officers at Montreal, finally went there and asked an audience, and after being kept in uncertainty for nearly a month, their request was practically denied and that it was only after the Supreme Council had met in Montreal, and in conjunction with the Grand Chief of the Order, had sent a communication to Mr. Shaughennessy that the committee were able to get a hearing. And your statement to the contrary notwithstanding, the officers of the organizations in behalf of the committee *did* ask for a meeting with yourself in Montreal and got no reply at all.

Mr. Van Horne states that Mr. Whyte was in constant communication with the Montreal office and acting directly under instructions, yet he censures the men for not coming to Montreal.

Another fact not generally known is that before any dismissals had been made, a settlement of all the matters of difference between Mr. Whyte and the committee had been arranged, subject to the approval of the general officers and the committee who had already requested Bros. Wilkinson and Clark to come to their aid, telegraphed them not to come as everything had been practically settled. Mr. Van Horne not only declined to approve Mr. Whyte's action but, as stated in his own manifesto, began preparations to dismiss every employee who would not pledge himself body and soul to the corporation. He said, "Saturday last the company became satisfied that a strike was being forced by the leaders and that most of the trainmen had unfortunately committed themselves by signing, several weeks ago, an agreement to go out if the committee failed to arrive at an agreement with the company, so that the strike was sure to come although a very large majority of the men on the division were strongly opposed to it." That Mr. Van Horne did not

believe that the men would strike has been fully demonstrated, and his action Saturday, when he claims to have become satisfied that a strike was being forced on the men, was simply to intimidate them so that they would be glad of his permission to walk home on the ties and never think of such a thing as asking for an increase of pay again, and when he sent his message cancelling the settlement made by Mr. Whyte and directing that gentleman to dismiss every employé that refused to make a pledge to sacrifice everything to the interests of the corporation, he believed that the dismissal of a few would intimidate the rest, and that it would end the matter.

As to arbitration, what opportunity had they to ask for arbitration on the matter of wages when the company commenced without the slightest warning to dismiss men Sunday, March 13th, while the strike was not ordered until Wednesday the 16th? A sentence used by Mr. Van Horne will be read with amusement, not only by employés of the C. P., but by railway men all over the country: "There has never been any complaint of the attitude of the management toward the trainmen, or the lack of interest in anything tending to make their employment desirable and pleasant, and the present difficulty is a matter of great surprise, as well as deep regret, to the management, who feel that nothing in their past treatment of anybody in the company's service could possibly justify such a combination as was made against the company even before any dissatisfaction was made known to its officers." Comment on this expression of ignorance of any dissatisfaction after the matter had been pending since early in January and Mr. White had made a trip to Montreal on purpose to consult with the president and general manager, is certainly superfluous.

After the settlement we find Mr. Shaughnessy quoted in the press dispatches as saying: "I anticipate that the committee of five engineers who are to settle the points on which the trainmen and company differed will come to an arrangement agreeable to both parties, though the company is not committed to their decision. We have merely agreed to allow them to try what they could effect." There are probably but few readers of the newspapers anywhere who credit the employés and the officers of the organizations interested with so little sense as to agree to an arbitration which did not arbitrate and which was to be conclusive as to the employé's but at the pleasure of the company. Mr. Shaughnessy did not state the matter correctly, and the agreement by which the strike was declared off did bind the company to accept the decision of the arbitrators.

That the strike was not entirely without a comical side was demonstrated by many instances: the *Free Press* of Winnipeg had been so manifestly unfair to the employes and had so openly supported the company no matter what the circumstances, that its reporters received but scant courtesy from the men, and one of them, being as reporters usually are, somewhat persistent in his efforts to get news, had made himself considerable of a nuisance to the boys. On the 16th, the day the strike was ordered, he had been more than usually persistent and annoying in trying to find out whether a strike was to be ordered or not, and had attached himself permanently to Bro. Garretson; the latter having occasion to

send a telegram was followed to the office by the reporter, and finally Bro. G. said: "This telegram contains the whole business in black and white and tells just what is going to be done. Now if I show it to you, will you go away and let me alone for the rest of the day?" The reporter readily promised and reached for the message like a trout after a fly, but the expression of disgust that settled on his countenance when he read the important document is easier imagined than described for the message was a "saddle blackstone" one. The reporter seemed to have been a pretty good sort of a fellow after all, no matter what his employers are, for he published the joke on himself, though he did not give the full details, but concluded that he had "learned that the course of the men would be dictated solely by the answer to this dispatch which was directed to Chicago."

A correspondent masquerading under the signature of "B. L. E." tells of the "foreign emissaries" who were persecuting the C. P. company and various other editors and correspondents talk of "aliens" who dupe, deceive and injure the poor employes. "Anti-Yank" asks "Have we no labor law by which we can prevent the Clarks, the Garretsons, the Wilkinsons and the wandering citizens of the United States from battenning and fattening on our good old fellow-townsmen whom they are making dupes of?" Has "Anti-Yank" forgotten that Mr. Van Horne himself was until recently a "wandering citizen of the United States", an "alien" and a "foreign emissary"?

It is stated that the company have already violated the agreement by which the strike was settled, and the "foreign emissaries" have already been requested by "good old fellow-townsmen" of "Anti-Yank" to cross the border again, and if the violations are not stopped and the wrongs already done, not redressed, "Anti" will have another opportunity to express his opinion of the "wanderers." It is but just to the management, however, to say that so far as learned, the violations have been by minor officers, and we are confident that when brought to the attention of the general officers, the matters complained of will be satisfactorily adjusted.

THE EDITORIAL CONFERENCE.

The fact that the conference of the editors of the railway employés publications took place in accordance with the suggestion of Bro. Debs has already been noted but none of the various publications have given it any comment with one exception, although we shall look for something of interest on the subject in the *May Firemen's Journal* which Bro. Debs informs us was omitted from the April number for want of space.

To begin, we must confess to a slight feeling of disappointment in the result, or rather want of result of the meeting; as a social meeting it was certainly a complete success and no one present can be more pleased in that respect than the writer. Meeting for the first time some of those with whom we have been engaged in wordy wars and bloodless battles during the past, preconceived prejudices were removed, opinions changed and personal acquaintances, or rather friendships formed, which we believe will last

through life. Frankness requires it to be said that we did not expect from some of those present, the cordial and hearty welcome that was given to the editor of THE CONDUCTOR by all, and that the meeting resulted in benefit to all present, will not, we think, be questioned, yet it is already apparent that aside from the personal and social considerations, some of us at least, went to St. Louis exactly as predicted by the March CONDUCTOR, "ready to be convinced," but fully satisfied that the man did not live who could convince us.

We hoped that all would come with the expectation of giving at least a couple of days to the meeting and that it would result in the formation of something in the way of an association or club; no one else seemed to have any such idea and with the briefness of the time and a predetermined idea not to intrude our personal notions but to follow the lead of others, we kept silent on this subject, but why would not some such association be a benefit, and if practicable, with quarterly meetings? It is not likely that it would be practicable to meet oftener than once a year but we are of the opinion that if we could meet for discussion every three months and take up and talk over the things of which we expect to write, matters of interest to ourselves and that we hope to make of interest to our readers, it would benefit all concerned. In matters in which there is a radical divergence of opinion, discussion in such meetings is of little avail except perhaps to smooth the rough edges, and that this is a truthful proposition, this very St. Louis meeting has, we think, evidenced. The first subject discussed, if it can be called discussion where argument is presented on but one side, was the matter of the organization of railway employees for political purposes with the Railway Employees' Club as a practical illustration. Bro. Martin of the *National Federationist* gives a serio-comic account which is the exception noted above and which may not be intended to be at all serious but as there is room for the supposition that the apparently indifferent statements may be taken for fact, we think best to make some little correction. The subject of discussion was *not* the Railway Employees' Club but the organization of railway employees into political associations. Brothers Daniels and Honin did not take leading parts in the discussion; the subject was suggested by Bro. Debs who took the only leading part and who spoke for nearly an hour and presented telling facts and arguments against such organization and no one present made the slightest attempt to reply or to controvert any point made by Bro. Debs. Bros. Honin and Martin were the only ones present who favored any such organization and their position would not have been known from anything said at this meeting, had they not been pressed to give their reasons for the opinions previously expressed by them. The writer did, in response to requests, state his position and some facts which were not disputed, but Bro. Martin will distinctly remember that we repeatedly expressed a wish to hear something in favor of such a movement before attempting to add anything to what Bro. Debs had said. Bro. Martin also thinks the discussion closed with the "honors about even," and if the *Federationist* will print in its columns a single argument

that was produced at St. Louis in favor of such organization, we will admit that the opposition came out far ahead. Bro. Honin's reason for supporting a political organization in Nebraska, which in that case is the "Club," was that the farmers had tried to pass the Newberry bill regulating railway rates in the state of Nebraska. The only thing that in the least partook of the nature of a discussion, being the question of whether or not freight originating in and destined outside, or originating outside and destined to points in the state was subject to state regulation, Bros. Honin and Martin holding that it was but later seemed to be convinced of their error, Bro. Martin's reason for wishing a political organization of employees in Indiana was because "the Alliance favors government ownership of roads," and that was the only reason or argument advanced by him, while Bro. Honin stands pledged to oppose the "Club" and any political organization of employees in Nebraska if the said "Club" with the aid of the railway companies does not procure the enactment of the Barnum co-employee liability bill by the next legislature.

We shall reserve comment on the personal journalism discussion for a future number.

STILL GRIEVING.

"The New Grievance" is enlarged upon at considerable length in the *Switchmen's Journal* for April, but nothing new is presented by Bro. Hall; simply a reiteration that Bro. Clark did conspire to cut the pay of switchmen. Certainly Bro. Clark did sign the Southern Pacific schedule and he has signed many schedules, and we expect him to sign many more, and among them undoubtedly will be some which fix rates of pay for switchmen; that, however, will not alter the fact that he has never signed a schedule on the Southern Pacific or elsewhere in behalf of the switchmen or any one else, except the conductors, unless possibly in a few instances by the direct request of those interested. We do not now remember such an instance, but there may have been one. THE CONDUCTOR has neither the time nor the inclination to take up the schedule referred to and show the erroneous statements in regard to it. If the switchmen on the Southern Pacific believe with Bro. Hall, that they have been made the victims of a "conspiracy," why do they not take the matter up in the regular way and have the discrimination removed and justice done them? Our opinion of the "Northwestern conspiracy" has been plainly stated too often to need repetition now and we have nothing to retract. That injustice was done some of the members of the S. M. A. A we believe to be true, but it was a case of the rain falling upon the just and unjust alike; some of them sowed the wind and all reaped the whirlwind. THE CONDUCTOR understands that the representatives of the B. of R. T. defied the Council and refused to obey its mandate, and it does not condone or overlook the offense, but it does take into consideration the extenuating circumstances, and thinks possibly the force of example may have had some influence. Grand Master Sweeney has repeatedly been accused of defying the Supreme Council, and in this April issue of the *Switchmen's Journal* is the first time we have ever seen it even indirectly de-

nied. It has been repeatedly stated, is generally believed, and heretofore never denied, that Grand Master Sweeney, in rather emphatic language, made some remark about switch engines and the Council, and if that remark was not an open defiance of the Council, we will admit our error in accusing Bro. Sweeney. We have heretofore had occasion to commend Bro. Sweeney for courageous enforcement of law under difficult circumstances, and will be glad of the opportunity to do so again; in fact, in at least one instance, the circumstances were very similar to those in the Northwestern case, but in the Northwestern case he seemed to have lost his nerve. Two wrongs never make a right, but is it consistent for an organization to denounce in another what it has done itself, and if the action of the Trainmen was wrong on the Northwestern, how about the action of Grand Master Sweeney, who is currently reported to have ordered members of the S. M. A. A. to take the places of certain strikers in a stock yards strike in Chicago? The latter action was one which we commend, and as we understand it, we believed then and do yet, that it was a thoroughly wise and courageous action on the part of Bro. Sweeney, and one which the officers of other organizations would do well to imitate, and we believe that there is no room for censure, while in the action of the Trainmen in the Northwestern matter there is, but we also believe that if Bro. Sweeney had used as good judgment and acted as fearlessly in the Northwestern matter as he did in the other, there would have been no opportunity for the Trainmen to form a "conspiracy."

The *Journal* claims to be "aware that in almost every division where B. of R. C. men tried to deposite their cards in good faith they were met by 'objections' which barred them from the Order" and "that some of these cases have been appealed to Grand Chief Clark and remain unacted upon." As an evidence of the influence of the late "conference" instead of quoting the lamented Horace, we will simply say that Bro. Hall must have been imposed upon by some evil minded person. There has been perhaps half a dozen cases appealed to Bro. Clark, nearly, if not all, however, being in the shape of requests to him to extend the time provided for in the agreement. Every one has received prompt attention and has been promptly acted upon. It is true that where an extension of the time has been asked, he has declined to interfere and even so "liberal" a man as Bro. Hall will hardly contend that he had a right to make any change in an agreement made by a commission of a dozen persons the functions of half of whom had entirely terminated with the adjournment of the commission. We are somewhat in doubt as to whether the *Journal* is taking its cue from Bro. Howard's Battery D speech or not; this accusation now, following the indirect accusation made by Bro. Howard that the agreement was not being carried out in good faith, would indicate a concerted move between them to create a distrust among those not well informed, but in all kindness to all concerned, in the interest of the former B. of R. C. and of some of its former members, we suggest to the *Journal* that it will be best not to disinter the corpse. The officers of the Order, and so far as we are informed, the members of the

Order also, have faithfully carried out the agreement, though in many instances it "went agin' the grain" for members to see admitted, men who had villified them personally and who had heaped upon them and their organization, all sorts of abuse. That there may have been cases of injustice is possible but if there are any such, if the *Journal* will kindly cite them, either publicly or privately, the officers of the Order will do exactly what they promised to and none of them will be left "unacted upon," while if the *Journal* doubts the wisdom of our advice to it to refrain from stirring up these matters, let it ask prominent members of the B. of R. C. We expect that some of the dissatisfied ones who are always on hand no matter what is done or how, will endeavor to cast discredit upon the Order and we shall permit all such to amuse themselves, but if any crusade against the Order is entered upon, we shall make an effort to defend it against malicious attacks, and while we do not wish to reflect upon any one in any way, we shall *prove* the truth of all we have asserted and without wishing to injure any one, shall "hew to the line let the chips fall where they may." Finally, Bro. Hall, if you don't like our ideas of federation, why not "skip 'em?"

We must frankly admit that so long as the present attitude of the officers of the Switchmen is maintained, we don't see much prospect of any federation which shall include the Switchmen, although so far as threatening the Switchmen with exclusion, our lack of ability to express ideas in the English language is alone, at fault for any such understanding, for we have endeavored to make it understood that the federation advocated by THE CONDUCTOR was one which should include all the train service organizations, and one from which neither the Switchmen nor the Trainmen should be excluded.

AN ABLE (?) ARGUMENT.

The readers of THE RAILWAY CONDUCTOR are not a little surprised at the attempt of Mr. Daniels, its editor, to switch it off into the leery looking side track, the third party, which can lead nowhere but to financial and commercial perdition. Unload that horrible freight that you are piling on, Mr. Daniels, it ruined the railroad men in Iowa, and it will wreck you. We speak for the conductors of all the southwest. Beware of the inflammable trash. Not content with violating the constitution of the Order in giving space to such stuff, you seem to purposely omit correspondence of importance from the different divisions in order to cater to a set of political incendiaries. All who read THE CONDUCTOR plainly see that your object is just what W. M. Mitchell stated it to be. His ideas in regard to politics in the Order are endorsed by the vast majority of the members, and they cannot concur with your views, which border on the impracticable and fanatical. We should be glad to see something in our CONDUCTOR besides addled politics. When we need political treatment we should prefer going to some more skillful practitioner. Yes, we have a surfeit of political literature, and prefer that the once readable columns of our magazine be unburthened, now and forever.

The workingmen are looking forward to the

time not far distant when the howl of the calamity will be of the past, like that of the sneaking wolf and the coyote—merely a past sound—and the soothing waters of oblivion shall ripple over their memories and they be heard of no more—no more.—*R. R. C. in Neodesha (Kas.) Register.*

We publish the above as a sample of the arguments used by those who are endeavoring to form a political organization of employes in the interest of corporations and against their own. We do not propose to demean ourselves and imitate the example of R. R. C. and others by using the answerable logic of calling names and making accusations against the personal integrity of those who differ with us.

Suffice it to say that we propose to be true to our convictions and when we see anything that we believe to be inimical to the interests of conductors and railway employes generally, whether it be a "Railway Employes Club" or anything else, we shall not hesitate to express our opinion regardless of the threats of Bro. Crouse and the *Register*, or the puerile accusations of Bro. Mitchell and R. R. C., and they are welcome to continue, for like the story of the Irishman and his wife, "it plazes her and don't hurt me."

In regard to the ideas of Bro. Mitchell being "endorsed by the vast majority of the members" who "cannot concur in your (our) views" which are "impractical and fanatical," we would say that we believe we are in a better position to obtain information on that point than is R. R. C. and if we were at liberty to use information that has voluntarily come to us from members of the Order in Kansas, it might surprise even R. R. C. who speaks "for the conductors of all the southwest," but as we happen to know without their authority. And if his assertion be true, even if every member of the Order dissents from the opinions of THE CONDUCTOR, it would not prevent us from expressing our conviction that harm will come from the movement nor from calling attention to the injury already wrought. The writer can well afford to be defeated at any time but he cannot afford to stifle honest opinions on account of threats of defeat from any source, whether it be Bro. Mitchell of the Order, Bro. Crouse of the B. of L. E. or Bro. R. R. C. of the—?

A recent issue of the *Neodesha Register* says: Iowa has 116 Railway Employes Clubs, and their influence has been felt in that state." We doubt considerably the one hundred and sixteen, and believe that the omission of a figure one at the left of the number would bring the statement much nearer the truth, and we challenge the *Register* to name the location of sixteen of the number. That their influence was felt, is true, as we demonstrate in another column, but it was felt in a way that leaves them little cause for congratulation. It further says: "The employes of Iowa elected Boies governor," and we realize the truth of the saying that it is necessary to go away from home to get the news. The employes here do not claim any such distinction. The facts show very definitely that it was the farmers who elected Governor Boies. Again we quote: "Governor Boies pledged himself to the employes and he has kept his word." We try to keep reasonably well posted on current events in our own state, but we are in the dark now and must ask the *Register*

to point out a single instance where Governor Boies has had an opportunity, as yet, to either help or harm the employes officially. It is possible that Governor Boies had something to do with the appointment of the railroad committees in the recent legislature, but we do not believe it, and if he did he will not thank the *Register* for calling attention to it. The writer has been personally acquainted with the governor for ten years, and has been an enthusiastic supporter, both personally and politically, and he believes that the governor would, if opportunity offered, do anything in justice for the employes, and without any possible knowledge of the "pledge" referred to by the *Register*, we will wager ten to one that he did not pledge himself to the employes in the way indicated in the *Register*. If he made any "pledge" at all, it was simply that he would not support any injustice to either employes or roads, and we do not believe that he did this even, for he is not the kind of man from whom it is necessary to exact any "pledge." The effort of the *Register* to build up the waning fortunes of the "Club" by endeavoring to create the impression that Governor Boies pledged the representatives of the Club that he would oppose any legislation in regard to railways is untrue, and an injury to the man it professes to support. The railway employes of the state asked for no such pledges, and the few who did make a public spectacle of themselves by issuing circulars and asking "pledges," injured the interests of employes, as has been fully demonstrated by the events of the past few weeks.

For some time past we have heard from and of Texas, the same complaints with which we are so familiar in Iowa. The railway companies and the corporation organs are wailing loud and long over the action of the commissioners in Texas who it seems have endeavored to give the people some relief from discrimination and unjust rates. We freely confess that we are not familiar enough with rates in Texas or the conditions governing them, to be qualified to express a decisive opinion but from the best information obtainable, we are confirmed in the opinion that the roads in Texas are endeavoring to compel the people to pay dividends on an enormously expanded capitalization and that the situation there is but a repetition of what we have had in Iowa, Illinois and other states where there has been legislative restriction. Certainly, if the roads in Texas are anything like those in other states they need restriction, not only in regard to maximum rates but in regard to minimum rates also, but admitting that all that is urged by the most extreme partisan of the railways is true, the situation still remains peculiar to say the least so far as some of the employes are concerned. Geo. Clark is the anti-restriction candidate for governor against Gov. Hogg, the present incumbent. Mr. Clark was a prominent leader of the opposition to the co-employe liability and other bills that were procured by the legislative committee of the Order and the B. of L. E. a year ago and the law was enacted by those who endorse the commission and ask for some restriction of the roads in regard to rates and we find that there is in Texas, an effort to organize a political organization of employes for the purpose of defeating Gov. Hogg and placing in the gubernatorial

torial chair, this man who come so near defeating the laws asked for by the employes; it would certainly seem that the least the employes can honorably do, is to refrain from taking any organized action against the men who one year ago favored them and in favor of the man who so desperately fought against them at the bidding and for the money of the railway companies, and we are sincerely glad to be advised that the attempted organization is not finding favor with members of the Order.

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The Order of Railway Conductors are under many obligations to the officers of other organizations as well as to many members of those organizations and particularly to the members of the B. of L. E., Messrs. Kennedy, Watson, Broatch, Brownlee and Pope, who acted as arbitrators in the points of difference. Two other gentlemen who deserve special mention for their kindness and the assistance given by them to Bro. Garretson, are Messrs. Curran and Downey of the B. of L. E. at Cartier, Ontario.

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The following explains itself.

Messrs. Kennedy, Watson, Broatch, Brownlee and Pope.

GENTLEMEN: "We appreciate the fact that your committee naturally feel reluctant to present any bill for services as arbitrators in the late difficulty, but we feel that it would not be just to you, for either the company or ourselves, to fail to assure ourselves that we had done our part toward reimbursing you for the time lost by the members of your committee. We take pleasure in handing you herewith \$155, which we consider only our fair proportion of the amount justly due you. We feel that the company was equally interested with us, and but for that fact we would take pleasure in doubling this amount.

"To this we wish to add our sincere thanks for your kind interest in our affairs, and to renew our expressions of implicit confidence in the integrity and fair-mindedness of your entire committee, and to express our perfect satisfaction at and with the findings of the board, composed of yourselves.

"Hoping that a repetition of this affair may be spared us, and wishing you each and all complete success and happiness, we are," etc.

E. E. CLARK,

G. C. C. Order of Railway Conductors.

S E. WILKINSON,

G. M. Brotherhood Railway Trainmen.

This sum paid the gentlemen \$5 per day for the time they lost from their engines.

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Bros. H. J. Stanley of the Santa Fe and W. P. O'Hara of the Illinois Central were among our recent callers and we hope to see both again and show them our new quarters.

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The following members are inquired for: Bro. C. T. Bricker by Thos. Joyce, of Valentine, Neb.; Bro. B. R. Allen by C. M. Rawlins, of Rome, Ga.; Bros. F. G. Gillett, A. D. Hodges, Wm. Merritt and Chas. Wimsatt, by the secretary of Division 97; D. A. Bryning by E. H. Riggs, of 397 Robey street, Chicago; Bro. F. H. Ranbow by the secretary of Division 244; Bros. W. B. Crawford, E. C. Cameron, Geo. W.

Barhour and A. M. Palmer by the secretary of 275, and Bro. Frank Glasgow of Oceola Mills, Pa., wants to find his brother George W. Any knowing the address of any of the above will confer a favor by forwarding the information to the inquirers or to this office.

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Any one knowing the present whereabouts of J. E. Riley, recently employed on the G., C. & S. F. railway at Cleburne, Texas, will confer a great favor by promptly advising the Farmers' and Merchants' Bank of Cleburne or the officers of Division 262.

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There are but few who have attended the Grand Divisions of the Order during the past few years who do not know Bro. E. G. Blaisdell of Camden Division No. 170 and while every member will regret to learn that he has had his right arm severely crushed and that if amputation is avoided it will be a practically useless arm hereafter, those who are acquainted with him personally will experience an added sympathy that so genial a brother has been so sorely afflicted.

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We are sometimes forcibly reminded of the truth of the aphorism that "it is but a step from the sublime to the ridiculous." The *Federalist* compares Bro. Crouse late of the B. of L. E. legislative board of Kansas to Christ on the Cross because the division of which he was a member selected as their representative on the board, a member who would represent them instead of the railway companies. If this is not blasphemy it is bordering closely upon it.

A PROMISE REDEEMED.

Some time ago, in reply to a request from the *Switchmen's Journal*, we promised to faithfully report all that was accomplished in Iowa in the way of legislation by the Railway Employes Club, and to give them due credit for all legislation favorable to employes which was procured through their efforts. We also prophesied that the result would be that the employes of the state, the large majority of whom do not support or endorse this political move, would be left in the position of a snipe hunter of whom most of us have heard, and that the efforts of a few to make capital and notoriety for themselves, would leave the mass of employes in the state "holding the bag." It is many times humiliating to be compelled to acknowledge error, but we always try to be frank enough to do so when convinced of that error, and we are now fully convinced that when we intimated that the Club would have no influence, we were grievously in error; it had an influence which gives cause for profound regret on the part of all employes of not only this but other states, who will calmly and dispassionately consider facts instead of giving credence to wordy protestations, oft repeated. As to whether we were in error in other assertions and opinions, we will give the facts and Brother Hall and other readers may draw their own conclusions.

First. Mr. Steadman says: "We have just killed the two-cent passenger bill, and one that is even worse, making 2000 mile books good on all roads and trains, and transferable. Thirty-two bills which would have proven detrimental to the interests of railway employes have been killed in the committees, through the influence of the

clubs." This is simply and almost wholly false. In the first place, the two-cent fare bill was not "killed" by the influence of the clubs, and if it becomes necessary THE CONDUCTOR can and will show exactly how it was killed and by whom and just how the railroad and sifting committees of both houses were appointed. Suffice it now to say, that two politicians who undoubtedly will have the full and hearty support of the clubs, have killed themselves completely, and they would be just as dead if the clubs controlled *all* of the employes of the state instead of a very small minority.

Second. No bill was introduced or pending which made mileage books good "on all roads," and if such a bill had been passed, it would have been of no effect, for it does not require a lawyer to tell any one with common sense, that a law which provides that B shall do work for which you have paid A is unconstitutional, and would be void and of no effect.

And third. If all the bills introduced in behalf of the employes are included, there were not thirty-two, also including the two railway bills which were passed, which were in the slightest degree "detrimental to the interests of railway employes," so that if the Club killed so many it must have poached outside the state.

Admitting for the sake of argument that the Club did defeat the two cent fare bill and the mileage book bill, of what profit is it to the employes? Of course Mr. Steadman and his few allies will shout in unison the old rallying cry of the roads themselves, "if it passes, the wages will be cut," but is it not time for something besides idle assertion? The road that pays two per cent quarterly dividends and distributes additional millions in the way of an additional issue of stock or covers into a "sinking fund" the money it dares not distribute as dividends on its stock, pays no better wages than the road that is in the receiver's hands or just struggling desperately to keep out of court; in fact it is well known that the roads that show the greatest earnings, pay the least wages as a rule, and the men who shout of this reduction know as well as any one, that it is the organization of the employes that increased and kept up the wages, but they still reiterate the time-worn tale; and if you ask them for a little proof, an iota of evidence to support the statements, or to cite a single instance where anything of the kind has occurred, they produce the stock argument that is always on hand, and call the man who asks for evidence, a "traitor to the cause," a calamityite and a selfish, designing intriguer. They then point to Iowa and tragically exclaim, look and wonder; gaze and be convinced; see the thousands of deserving employes out of work and their starving families, driven out of employment by the unexampled cruelty of Iowa to the suffering railway companies, and notwithstanding the fact that the falsity of the charge has been many times shown and it has repeatedly been proven by the statistics quoted by these gentlemen themselves, that the reduction in the number of employes is not confined to Iowa but is general over the United States, and in some cases is the most marked in states where there is no legislative restriction, it is still repeated and the employe who declines to bow to the Gesler's cap raised by them and worship at the

shrine of the "Club," is again a traitor and scoundrel; it has been further shown that the decrease in Iowa occurred before the rate legislation was enacted and that this reduction has been steadily going forward for the past thirty years; but all of this has no effect on the patriot who dubs all who oppose him, traitors; he observes no lack of logic in asserting that an effect precedes the cause by two or three decades although just as logical a conclusion would be that slavery in the United States was caused by the civil war. We do find at last, however, an extremely feeble attempt at argument in support of the assertion. A recent statement of patriot Crouse in the *Neodesha Register*, is that "if the employment in Iowa at the present time was on the same *mileage basis* (the italics are ours,) as prevails with the average railroads throughout the United States, there would be 13,666 more men in the service of the companies of that state, and yet the number of men who operate the roads of that state, are decreasing year by year." The latter part of this statement is purely and wholly false for the number of men are *not* decreasing year by year, but on the contrary, since the restrictive legislation of four years ago took effect, the number of employes, the amount of freight handled, the gross and the net earnings have all increased.

It is true that there are 296 less employes shown by the commissioner's report in 1891 than in 1890, but this is in the face of an increase of almost \$2,000,000 in the earnings and almost 2,000,000 tons in the tonnage, and it is an increase of nearly 3,000 over 1889; and it should also be remembered that during the latter part of 1890 and the first of 1891, several of the companies operating in Iowa were forced by contracts made by the employes themselves, to reduce the number of their employes in order to give those remaining an opportunity to make more time and earn more money. It is hardly just to either Iowa or the companies to charge reductions forced by the employes themselves, to any other cause.

In regard to the "mileage basis" above, no statistics are given to prove this argument and the reader who gives it the most superficial attention, will at once see the manifest unfairness of the "mileage basis" comparison; it strikes us that it ought to be readily apparent, even to members of the "Club," that a mile of track over which but one train per day is run, scarcely needs as many employes as a mile over which hundreds of trains are run daily, and this in itself is reply enough to the "argument" advanced. But upon examining statistics we find that in group VI as arranged by the statistician of the interstate commerce commission and which is composed of Wisconsin, Illinois, Iowa, Minnesota and a part of the Dakotas, the number of employes per mile of road is 3.59, and there is not a mile of mountain road in this group. In group VII, composed of Montana, Wyoming, Nebraska, part of Colorado and part of the Dakotas, the number is 3.28 per mile; there is considerable mountain road in this group, but not more, if as much as there is in group VIII which is composed of Arkansas, Kansas, Indian Territory, Oklahoma, and part of Missouri, Colorado and New Mexico, where the number of employes is 3.07 per mile of road. From this we might argue that the efforts of the Club in defeating restrictive legislation in Kansas has reduced

the number of employés much below what it should be, but we haven't the mendacity to make any such claim, knowing as every man with ordinary common sense knows, that the fairest way to make a comparison is by tonnage, though this is not entirely fair for it does not require as many employés per ton of freight on some roads as it does on others, but a comparison of the number of employés per ton of freight handled will show in favor of Iowa as against both Kansas and the prosperous roads of New York, although we have no space for the comparison here. Going a little further, we find that group ten which is all of the territory west of that named above and consisting almost wholly of mountain road, where the number of employés must be larger per ton of freight handled than on Iowa or Kansas roads either, we find that the number per mile is but 3.03 or .04 less than in group VIII.

It will be noted that groups VII and VIII contain no states in which restrictive legislation has yet been made effective, while group VI contains the states of which most complaint is made, Illinois and Iowa.

We will, however, get it down "a little finer" yet. From the reports of the Kansas commissioners for 1891 we find that Kansas has 8,901 miles of road and 24,743 employés including 1,273 officers, while Iowa with 8,440 miles of road has 27,583 including only 583 officers; thus Kansas has 2.78 employés per mile (the report says 3.14 but this is a palpable error,) while Iowa has 3.27, and if Kansas had the same number of employés per mile that Iowa has, there would be 4,361 more men employed, while if it had the number per mile that the *Register* asserts Iowa ought to have, there would be 18,692 more men employed in the state of Kansas. To return to the direct issue of the two cent fare bill, how consistent it is for employés to be found urging that it will ruin the railroads and the railroads will ruin the employés if the roads are compelled to carry passengers for two cents per mile, when there has not been ten consecutive days during the entire time since the two cent fare was first agitated, that the roads themselves have not carried passengers for much less, and there has as yet, no one had the hardihood to deny that if the roads collected two cents per mile from all the people they carry except those who are reasonably entitled to free carriage, they would not be largely the gainers. As it now is, every conductor knows that every petty official rides free; legislators ride free and politicians of all degrees are furnished transportation not only in Iowa and Kansas but all over the Union, while scarcely a day passes during which there is not a war in passenger rates just as there is at present.

Won't some conductor please tell us how a law compelling companies to make mileage books transferable would affect materially either the companies or the employés, except to relieve the conductor of a present responsibility? If a conductor inadvertently honors a mileage book in the hands of some one other than the person to whom it was issued, and the officers of the company discover it, the conductor is required to pay the regular fare for the person carried; if however, he discovers the transfer, takes up and returns the book, it is returned to the original

holder with the caution to be careful and not let the conductor catch him again, unless perchance it is some innocent and inexperienced traveler who has bought the book of a scalper, in that case the "pound of flesh" is exacted.

Well, the "Club" defeated these two bills, and thereby saved the employés and the nation. What else did they accomplish? They passed an anti-Pinkerton bill—into the hands of the senate committee from whence it never returned; but by the way, there is just as much reason in asserting that the passage of such a law would injure the employés as to assert that the passage of the first two would do so; the latter would prohibit the companies from exercising the privilege of importing South Clark street thugs to guard Iowa employés from injuring themselves? How was it about this Pinkerton bill, Mr. Steadman? Didn't the "Club" want this bill passed, or did they lose their grip on the legislature and governor, after the arduous labor of defeating thirty-two injurious bills, or was this particular bill one of the thirty-two? How about the bill to protect conductors and agents from being blacklisted by the guaranty bond company? A bill which if it had become a law, would have prevented a Montreal corporation from saying whether or not a conductor should be employed by the Rock Island for instance, or until very recently, when the members of the Order of Railway Conductors procured the change that is commended by Brother Crouse, by the Santa Fé road. Perhaps this, though, was one of the thirty-two?

How about the bill that provided a punishment for the spotter who made a false report against a conductor or other employé of a railway? Did the "Club" kill that?

It is, and has been for years a notorious fact, that the present co-employé law of Iowa is of no practical benefit whatever to the employés of the state, but under it companies are able to evade the payment of damages for almost any injury to an employé, although they are compelled to pay the passenger who is injured on the same train. A bill was introduced which was drawn by one of the most eminent attorneys in the United States, and which would be of some benefit. What became of it? It was killed. But did the "Club" aid in its death? If they did, why? And if they did not, with the legislature and the governor in the hollow of their hand, their influence with the law making power supreme, and their power to make and unmake statesmen unquestioned (by themselves), why did they not procure the enactment of this bill?

Where is the bill providing against the employment of inexperienced engineers which the "Club" in Kansas endorsed; and which they bitterly condemn the farmers of Kansas for not passing through the senate where they were in the minority?

For fear that Brother Steadman may not furnish the information, we will say to Brother Hall, that whether they claim the credit for it or not, these bills were all defeated by the influence of the "Club", just exactly as similar bills were defeated in Minnesota two years ago, and in Kansas one year ago, by antagonizing the only friends we have ever had in legislative halls, and yet, we must protect the poor railway companies from the rapacity of the farmer.

MENTIONS

Clover Leaf Division No. 254 indulges in the Mazy on the evening of the 18th.

**

Reports indicate that the officers of the Canadian Pacific are violating the settlement recently made.

**

Do you want an organ? If so, read the advertisement of the Cornish Organ Company in this issue.

**

Bro. W. H. Ingram of St. Thomas has been appointed collector of customs at St. Thomas. THE CONDUCTOR congratulates you, William.

**

After a brief trial, Mr. Mackey has concluded that collectors on trains are an expensive luxury and they have been removed. History repeats itself.

**

Lodge 262 of the Machinists' Union was organized in this city April 9th composed of men from the B., C. R. & N. and C., M. & St. P. shops.

**

Bro. W. B. Kendall, secretary of Division No. 68 wants to know where John Duncan and Albert F. Smith are. If they do not show up soon, they will be "on the list."

**

A brother who is employed by the Mexican Central, writes us from El Paso, Texas, in regard to his insurance assessments, but as he neglected to sign his name, the letter cannot be replied to.

**

A rumor having been spread that Brother E. E. Rogers was acting in the capacity of a "spotter," the matter was taken up by his division and after a full and thorough investigation, he was completely exonerated.

**

If any member of the Order should happen to be around Bucyrus, Ohio, about April 28th, he should make it a point to attend the second annual ball of Division 193 which occurs that evening.

**

"Billy" Pinkerton wants an investigation and it now seems possible that his desire may be gratified. By a resolution, the house of representatives has directed the committee on judiciary to report Mr. Watson's bill for investigation. Verily "de world do move."

The *Atchison Globe* in a recent issue, presents the features of a well known and earnest member of the Order, Brother Harvey Nesbit, who is president and treasurer of the Atchison Coal Company.

**

There's no excuse for any "Sockless Simpson" among the readers of THE CONDUCTOR after this issue. Note what A. M. Lawson has to say in regard to the Bickford Knitting Machine.

**

We present in our advertising columns this month, a number of new advertisements to which we invite the attention of our readers. When you wish any of the articles advertised, write the advertiser or call for the article, and when you write mention THE CONDUCTOR.

**

The San Francisco *Examiner* prints a series of questions propounded by it to C. P. Huntington of the Southern Pacific with the replies of that gentleman, which are not only interesting but instructive. We hope to refer to them later and perhaps make some comments.

**

A man claiming to be Fairbanks or Fairchild of Atlanta Division No. 180, has recently been imposing upon members of the Order at Baltimore. Bro. Fairbanks of 180 has not been in the vicinity of Baltimore and there is no Fairbanks in that division. Members should look out for this man.

**

Division No. 145 wishes us to publically express for them, their appreciation and approval of the actions of the grand officers in the recent C. P. difficulty. A great number of the divisions have notified us of their endorsement and as a matter of course, it is encouraging to Brothers Clark and Garretson.

**

The railway employés of Cuyahoga county, Ohio, held a meeting recently to remind Gov. McKinley of his promise to appoint a representative of the employés on the railway commission and they do not propose to let him forget the promise. They endorse Bro. John F. McVean for the place.

**

Kathleen Mavourneen, Bonnie Annie Laurie, Scotch Lassie Jean, Little Annie Rooney, and a number of other heroines of song and ballad, figure in the latest volume of songs, which is known as "Harmonized Melodies," and contains four hundred choice pieces, culled from the best

of the old and new favorites. The volume is full of material for many an evening's entertainment at the fireside or in social gatherings, and gives the words and music, all the parts complete, arranged by Charles D. Blake, for the very low price of 60 cents. F. Trifet is the publisher, 408 Washington St., Boston, Mass., by whom the book will be sent postpaid on receipt of price, to and part of the continent.

**

Yes, Brother Hall, the "Club" will "pass it" in Nebraska just as they did in Iowa. THE CONDUCTOR ventured some little time ago to make a prophecy in regard to the efforts of the Club in Iowa, and encouraged by it, we now venture an other. Dan Honin's red hair will "turn white in a single night" with joy when the Barnum bill for the protection of railway employes is enacted in Nebraska by the efforts of the Club.

**

From the popular music publishing house of Isaac Doles, Indianapolis, we have received several new pieces among which is Wesley's beautiful hymn, "Jesus, Lover of my Soul," arranged as a quartette with soprano, tenor and alto solos. To introduce his new music, Mr. Doles will send this song, or any one or all of the following for ten cents each, to any address: The Oklahoma Waltz, Odd Fellows' March and The Air Ship Waltz.

**

A card on our desk informs us that on April 28th, at the Central Baptist Church in Memphis, will occur the marriage of Miss Lizzie Goodwin to Mr. Perry D. Martin. Miss Lizzie is the accomplished daughter of Bro. Zach J. Goodwin and his estimable wife, and if the best wishes of the writer can influence the future in the slightest degree, the pathway of the couple will be strewn with roses.

**

The *Great Northern Bulletin*, the purpose of which is primarily to interest and instruct its readers and after gaining their attention, to incidentally present the advantages of the Great Northern Railway and the country on its lines, has reached us and is already mutilated by the office shears, a reasonably fair indication of the friendship with which we welcome it to the sanctum.

**

A remarkable literary announcement is that Hawthorne's "Scarlet Letter" and Longfellow's "Evangeline," profusely and finely illustrated, both for only ten cents, postpaid, printed from large (brevier) type, on fine super calendered book paper, and specimen pages free to any one, is the latest announcement of John B. Alden, Publisher, 57 Rose St., New York. One would suppose they would sell by the million, each work being a famous author's most famous production.

**

Send 50 cents to Bond & Co., 576 Rookery, Chicago, and you will receive, postpaid, a four hundred page advance Guide to the Exposition, with elegant engravings of the grounds and buildings, portraits of its leading spirits, and a map of the city of Chicago; all of the rules governing the exposition and exhibitors, and all information

which can be given out in advance of its opening. Also, other engravings and printed information will be sent you as published. It will be a very valuable book and every person should secure a copy.

**

E. R. Yauger is the inventor of an automatic coupler that, from the drawings and specimens, we should judge to be a good one. It is not, however, the coupler for it uses the ordinary horse link, and the perfect coupler must have a link attached to the coupler so that it is always in a position to couple and without requiring any examination or attention. We judge that it is a big improvement on the M. C. B. though.

**

On January 18th, at St. Paul, Ralls county, Missouri, there was consigned to its last resting place, the earthly dust of Mrs. Ann E. Kidwell and Mrs. Mollie Lilly, the former aged sixty-three, the latter thirty-five, the mother and sister of Bro. T. F. Kidwell, a member of 180 and well known through the south and west. Bro. Kidwell has been severely afflicted recently, having been so severely injured in a wreck that he is likely to be disabled for life, while during the time he was unable to help himself, his wife was severely ill.

**

A bill recently introduced in the Iowa legislature declares it unlawful for any railroad to employ an engineer who has not previously served three years as a fireman. It also provides that an engineer to be employed on a passenger train must have had a year's experience in running from station to station. The penalty is \$1,000 for each man unlawfully employed.—*Neodesha Register*.

As the Employes Club ran the last Iowa legislature, according to Mr. Steadman, will the *Register* tell us what the club did with this bill? And will it also explain if a year's experience running from "soda to hock" would not be almost as sensible as running from station to station?

**

Worthington Co., 747 Broadway, New York, announce for immediate publication as No. 25 in their international library, *The Household Idol*, by Marie Bernhard, author of "The Rector of St. Luke's." Translated by Elise L. Lathrop. 1 vol. 12mo. 1/2 Rox, \$1.25; paper, 75 cents. This the latest novel of Marie Bernhard, author of "The Rector of St. Luke," is a charming story of life among the highest circles of society, the scene being laid at the present time. The heroine, "The Household Idol," is the beauty and belle of all Hamburg, idolized by parents and friends. One of the chief personages is a celebrated artist, and the book contains graphic descriptions of studio life. The interest is fully sustained throughout the entire story, the characters being drawn with singular clearness and fidelity.

**

Harper's Weekly indorses THE CONDUCTOR in its expression in regard to the chance for a train crew to defend against robbers; in a recent number it says:

All safeguards that have been devised for the prevention of train robbery have been overcome by the natural cunning of man. There is really no prevention, unless the passengers rise to the occasion, which they have never done yet. The messenger may be willing to fight, but he has no show; and the engineer and conductor of the train are probably looking into the muzzle of a gun; so there is only the passenger to call upon, and he shows a degree of

backwardness that is hard to be believed. When an obstruction is placed upon the track, the engineer has to stop to save his train—there are no two ways about it; and there have been cases where the track has been removed, so that the train may be wrecked to satisfy the greed of the robbers.

**

From the following comments by a Montreal paper it would seem that the Montreal police force partakes something of Pinkertonism:

The Chief of Police's interpretation of the scope of his duty is elastic. The men can go to a race-course outside the limits of the city as a matter of business. For this they get paid by the race-course authorities. They can go to Manitoba to protect the stores of the great railway corporation as "a matter of courtesy," the Chief says. When a band of cock-fighters, who only leave the city to avoid them, have to be dealt with it is a very different matter. They are then without the excuse of either business or courtesy. In such a case the business is just as much that of the city as if it centered in the ten-cent lottery room, and there is no one who would object to them being used where their services are so much required. There should, however, be some rule that would make their services available against cock-fighters and ruffians quite as much as on behalf of race-course and railway managers.

**

The writer has tried nearly every fountain pen made, of which he has ever heard. Some of them were beautiful and filled every possible condition except that they would not write; others would write elegantly for a short time and then something would go wrong and they were "no good" thereafter; many of them would do very well except for a vicious habit of dropping a blotch of ink on the sheet occasionally. So many fountain pens write well for a time and then fail, that we have begun to be cautious about speaking well of any, but a "Rapid Writer" made by the Fountain Pen Co. of Toledo, Ohio, whose ad. appears in this issue, which we have used for several months, has so far given perfect satisfaction, the flow of ink being even and ample, and it has not yet marked a single letter by dropping ink. With this record, we believe we can consistently recommend it to the many conductors who use a fountain pen, as one that prevents much profanity. The company guarantees them to be satisfactory. Try one.

**

Our good Bro. Mitchell and an Arkansas City correspondent of the *Neodesha Register* profess to speak "for the railway employés of Kansas," making no exceptions and endeavoring to carry the inference that the organization of a political "Club" has the practical endorsement of all and Bro. Crouse, the railway editor of the *Register* does not hesitate to tell us that we are to be presently cast into outer darkness where there is wailing and gnashing of teeth; that we are doomed to certain and perpetual damnation figuratively, and to literal condemnation by every railway employé; we are endearingly called such pet names as calamityite, fool, traitor and political trickster because we have the hardihood to express an honest opinion and to state facts in support of that opinion, and to assert that in our opinion there might be a few employés in Kansas who did not fall down and worship the new Moloch whose prophets Steadman, Mitchell and Crouse are. Bro. Crouse was the chairman of the employés legislative committee during the session of 1890-'91, and he defeated, so he claims, a bill for the regulation of rates in Kansas which was desired by the shipping interests of the state. This is all that he claims to have accomplished.

That these gentlemen do not represent quite all of the Kansas employés, is now evidenced further by the fact that the Lodge of the B. of L. E. of which Bro. Crouse is a member, has selected a gentleman of quite different opinions to represent them on the legislative board, and while Brother Crouse may represent *all* the employés of Kansas hereafter, he will not represent that particular division of the B. of L. E.

**

Hon. John Davis of Kansas, has introduced in the house of representatives, a coupler bill which, all things considered, we believe to be the best yet offered. It provides for a permanent commission of nine members to investigate and test couplers as well as other matters in connection with train service and provides for a fair representation of the employés on this commission. We regret that want of space prevents the publication of the bill and further comment. It is not perfect by any means but Mr. Davis invites criticism and suggestions from the employés and will be glad to hear from every reader of THE CONDUCTOR on the matter. Ask the congressman from your district to send you a copy of H. R. 6648 and then write Mr. Davis just what you think of it and he will be obliged to you. Mr. Davis is classed with the writer, by those who lack better argument, as a calamityite, but it would be well for railway employés if there were a few more such calamityites in congress.

**

DECATUR, ILL., March 17.

Editor Switchmen's Journal:

There is a report now in circulation through the South, that Bro. Keely, who is a member of No. 53, was advertised and his picture was in the O. R. C. journal for reporting one J. M. Bump for carrying him from Decatur to St. Louis, which is false. The attached is a clearance from the said J. M. Bump and Thomas Kinney, who is Chief Conductor of Division 74, and which is to be published in the next number of the O. R. C. journal, and would like to have it published in the next number of our journal, by so doing, you will greatly oblige,

Yours, in B., H. and P.,

JAS. NOLAN, Master No. 53.

DECATUR, ILL., March 9.

To Whom Handed: This is to certify that the report now in circulation that James Keely reported a man for carrying him from Decatur to St. Louis on the thirteenth district of the Wabash railroad, is not so. We have known James Keely for a long time, and from what we know of him, we know this report to be false.

THOMAS KENNEY, Div. 74, O. R. C.,
J. M. BUMP, Conductor 13th Dist.

We don't think the THE CONDUCTOR published that statement, and don't think that it could have been published in that journal, except on authority of Mr. Bump, which it seems was not given. However, if the story was told at all, Brother Keely has been injured to that extent, and the *Journal* is glad of an opportunity to put him right. The statement of Messrs Kenney and Bump should be sufficient.—*Switchmen's Journal*.

The *Journal* is correct and no such notice has been published by THE CONDUCTOR.

**

Members of the B. of L. E. are in small business when they try to injure *Locomotive Engineering* by making accusations against Angus Sinclair. The writer knows that Mr. Sinclair sympathized with and aided as much as he could, under the circumstances in which he was placed, the strikers on the C. B. & Q., and his sympa-

thies went so far as to have THE CONDUCTOR taken from the exchange list of the *National Car Builder*, with which he was then connected. Further, (and we now violate a confidence, but under the present circumstances, Sinclair will forgive the man who "peached" on him and the editor that we now "give away" can settle with us in a few rounds, *a la Honin*) he wrote communications to a Cedar Rapids daily, giving the writer "merry h-des;" so bitter were they that the editor declined to publish them when we added our request to that of Mr. Sinclair. *Locomotive Engineering* is a first-class paper, and Sinclair and Hill are both good writers and straightforward gentlemen, and certainly the accusation of disloyalty to the B. of L. E. is not proven. Either or both may have criticised the organization or its officers, but the organization or officer that does not need criticism occasionally is just a little too good for this every day world and should be translated.

What Brother Crouse of the *Neodesha Register* don't know of Iowa legislation would make at least three or four lines of long primer. He says:

"The bill introduced by the railroad men last winter which prohibited the blacklisting of railroad employes was not as broad as the bill secured by our brothers in Iowa. Our bill provided that when an employe was discharged he must be given a written dismissal, stating plainly for what he was discharged. If he was incompetent, intemperate or a deadbeat the discharge would show it. If he was a sober, industrious, competent man the discharge would show that. The bill imposed a heavy fine on any company that blacklisted an employe. According to the Iowa bill an employe could not be discharged until his accuser appeared in person and substantiated the charge referred."

Now won't the *Register* please tell us all about this bill? Please print a copy of it so we may all have the benefit of it. Also kindly advise us as to whether or not the club adopted it?

Four years ago, two bills were introduced—the object of the two being to prevent blacklisting. One of them prohibited blacklisting and the other provided that when a man was dismissed by a railway company, he must be given a letter or written statement showing the cause of the dismissal. The former was adopted and is now a law; but it was nullified by the defeat of the second bill by the railway attorneys in the senate, so that when a man asks what he is dismissed for the employer, so far as the law is concerned, tells him it is none of his business, and the failure of the second bill makes the blacklist prohibition a dead letter. This, too, occurred just at the time that the railway officers were protesting their gratitude to the employes for defeating a two-cent fare bill. It is a way they have of showing their gratitude.

A great many complaints have recently been received in regard to non-receipt of assessment notices by members of the Benefit Department, particularly those who became members by exchange of B. of R. C. policies. In every single instance so far, the trouble has proved to be that the member failed to give his correct or full post office address and the postoffice authorities have failed to obey the law which requires them to return third-class mail matter. The Grand Secretary has been accused of carelessness and also of an attempt to "freeze" former B. of R. C. mem-

bers out of the Order by failing to send the notices. We are prepared to prove, beyond the shadow of doubt, and so thoroughly as to convince the most skeptical that the notices have, in every instance, been properly mailed to the addresses given. That there is gross carelessness on the part of some of the postoffice officials in regard to the return of request matter, we can also prove. When on three different occasions, some fifty plainly addressed, third-class letters are mailed to one office and none are either received or returned to this office, it is reasonably evident that there is neglect somewhere and the presumption is that it is in the office of delivery. It is a well known fact that many offices do pay but little attention, and in some instances, no attention at all, to return requests on any but first-class matter, and it is a further fact that a direct request for information or the return of designated matter, is seldom replied to. Once in a great while, a postmaster will promptly reply, return the matter inquired for and apologize for neglect in failing to comply with request on the envelope, but ordinarily, when a reply is made at all, it is simply "not here," and a fair presumption is that the matter is thrown in the waste paper. To all members however, we wish to say that you will be given ample opportunity to reinstate if you have for any reason forfeited, and that no member's name is published in the monthly circular until he has had at least thirty days in which to reinstate himself. If the writer wished to "freeze out" any members, he has had ample opportunity to do so with several score who have forfeited and reinstated themselves.

In the report of the speech of Brother W. M. Mitchell to the club convention at Newton, Kansas, recently, it is said, that "he stated facts from the railroad commissioners report, and proved to all that legislation was necessary on the part of the men; he urged legislation for automatic couplers and solid air on all trains. He showed that sorrow and grief had been brought to the homes of over thirteen hundred railroad men in Kansas during the past year, in the injury of a husband, a son or a brother. His speech was such as would excite the sympathy of every one present, and no one disputed a word of his able argument." Yet the *Neodesha Register*, from which we quote, teems with abuse of some of those men who are earnestly and energetically laboring for national legislation compelling railway companies to provide this safety equipment, while Brother Mitchell himself loses no opportunity to attack the same men; calls them "traitors to the cause of labor," because they do not approve of a political organization. Points with pride to the record of the club in Iowa, yet in Iowa two years ago, a former legislature passed a law compelling railways to have their rolling stock equipped with automatic couplers and power brakes by 1895, while the club which (vide Steadman and the *Register*) controlled the Iowa legislature this winter enacted a law postponing the date until 1900, although the law provided, that in case of necessity, the commissioners could extend the time beyond 1895. Some way the professions of these gentlemen and their actions do not seem to jibe exactly.

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., MAY, 1892.

NO. 5.



THE BATTLE OF FLOWERS.

Among the many beautiful and romantic customs left to San Antonio as the legacy of the time when Texas was under Spanish rule, there is none possessed of a greater æsthetic charm than the Battle of Flowers with which the San Antonians celebrate the victory of San Jacinto and Texan Independence.

In Latin countries flowers have entered largely into the celebration of every joyous event from time immemorial. Long before the days when conquerers were drawn in triumphal chariots through the streets of Rome over myraids of flowers showered before them by the acclaiming multitudes, and when Pagan priests loaded their temples with earth's most beautiful product, the feasts of the old Jewish law were observed with public rejoicings in which wreaths and floral offerings always took a conspicuous part.

In Italy and Spain, where the soft balmy climate of the Mediterranean hastens the seasons and covers the hillsides with flowers before the snow has melted from the meadows of more northern lands, the carnival of great feasts of Mardi Gras which brings the period of social festivities to a close and ushers in the holy season of Lent, commences with a battle of flowers, in which the entire population, from prince to peasant, takes part. The carnival is not now celebrated as it once was. Religious and political changes have had their influence upon the venerable custom, but the Feast of Flowers has never lost prestige. The time of its celebration varies. It may precede the abandon of the

Mardi Gras or follow after Lent and Easter Sunday, but it must be sometime in the months of spring.

The bringing of the Feast of Flowers from Spain to Mexico and Texas was a natural step. The cavalier and the Franciscan brought Castilian tastes and customs to a country well fitted by nature to receive them and they quickly took root upon Texas soil. The climate was especially adapted to the preparation of the Feast of Flowers and here it flourished until in the course of time the cavalier and Franciscan were driven from the land, and the Mexican again held sway. But now he, too, is gone like his predecessors—almost blotted out by the Anglo-Saxon civilization which is sweeping in all around him, and, in the irony of fate, the beautiful institution of the Feast of Flowers, which he perpetuated, is used to celebrate his downfall.

So well is the history of San Jacinto known that the briefest description of it will suffice here. Forty-six days after the shameful massacre of David Crockett and his fellow Texans in the Alamo, General Sam Houston's army, which had been greatly augmented in consequence of the indignation aroused by Santa Anna's conduct, met the Mexican general on the plain of San Jacinto on April 21, 1836, and completely routed his army. Santa Anna was captured three days afterwards and on May 14 signed a treaty liberating Texas, which was ever afterwards a free and independent republic—or state. As the Fourth of July is to the United States, so is April 21 to Texas the one day of the year upon which the

people's patriotism should manifest itself in gratitude for liberation from a foreign yoke. It was always celebrated with more or less pomp; but of recent years the fashionable and wealthy ladies of this city have interested themselves to bring the occasion up to a plane that will soon obtain for it a national reputation. Upon its recurrence this year, thousands of dollars and much time will be expended in preparation, and a scene of pleasure and beauty such as is seldom witnessed in any land will be the result.

When the heat of the day is passed—for in Southern Texas an afternoon in the latter part of April is very warm—and the shadow of San Fernando's Cathedral spire has crept to the opposite side of the broad square, a steady flow of animated and enthusiastic humanity will pour itself from the various arteries of the city leading to the Alamo Plaza, which is to be the scene of battle. By every known method of conveyance, but principally on foot, the people come. Arriving at the plaza they choose their vantage points. Windows are gradually filled, balconies and awnings are occupied, and even roof tops are crowded. The handsome federal building is besieged, and its balustrades and windows afford many a tired pedestrian a comfortable seat. Every one of the large buildings fronting on the plaza is crowded excepting one.

The old gray Alamo, with its once beautiful stone portals chipped and shattered by Mexican bullets, telling an eloquent though silent story of the 186 brave defenders who perished rather than surrender, stands alone. No noisy multitude crowds upon its crumbling roof, but there the Lone Star floats proudly upon the azure folds of the flag of the Texas Republic. As the hour draws nearer the crowd becomes more dense and the sidewalks fill up. The central portion of the plaza is bright with gay apparel. It seems as if the metropolis of Texas had resolved to show to visitors the accuracy of her claims to that distinction. All is bright and gay and cheerful.

At 5 o'clock the starting point on Nacogdoches street is a busy place. The decorated vehicles that will take part in the procession have all arrived. The finishing touches are being given to the carriages and the marshals, cavaliers and damsels dart about on gaily decorated horses. At last the signal is given and the military band from Fort Sam Houston and the equestrians get in motion. Following the ladies and gallants mounted on horses lavishly decorated with flowers, come the wheelmen with their steel steeds likewise bedecked with blossoms; and behind them, in close order, comes the long file of

carriages, filled with lovely girls and great masses of exquisite flowers. Some have the harness mounted with roses, while laurels and grasses cover every part of the vehicle and almost conceal the wheels. The occupants of many of the carriages shade their faces with floral parasols or fans covered with flowers. In this manner the procession files slowly by. Then comes the moving citadel of beauty; the stronghold which the contending parties will seek to capture during the battle. This is a float transformed into a bower of evergreens and roses and containing a pyramid of young ladies dressed in soft, clinging and delicate colored costumes.

When the procession has passed through the principal thoroughfares it enters Alamo Plaza again, and dividing into two parts, one-half takes a position on the east and the other on the west side. These are the opposing armies who will contest with each other for the citadel. The signal is given and the battle commences.

For nearly an hour it rages while the strains of the band, stationed at a short distance, helps to keep up the courage of the contending forces. The carriages pass and repass and a fusillade of flowers is kept up with determination. The ladies are in no wise backward in using the weapons at their command and they pelt each other vigorously. Fast and furious the fight goes on and only ceases when the supply of ammunition is exhausted. The reigning beauties in the citadel do not escape. Through the openings in the fortifications they are attacked on every side. Their courage, however, is equal to the emergency, and many a cavalier falls back in dismay from their well regulated volleys of bouquets and loose flowers. They have ammunition in plenty, and under the leadership of one of their own number, hold their fort against all odds. But twilight is fast settling down upon the scene and the baffled assaulters abandon the fight.

The defending party has won. The opposing armies reassemble and make another tour of the plaza, and the combatants then separate for home. Over the battlefield the stars twinkle on a wilderness of broken leaves and flowers scattered as thickly as though they had rained from the skies.

JOSEPH BYRNE.

'Dobe Jack.'

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LAREDO, Texas.—All the old desperadoes who made life a terror in Texas up to about ten years ago have either been killed, are in prison or have been forced into leading quiet lives by the civilization that has swarmed around

them. But many incidents connected with their deeds of terror ended with the the most pathetic death scenes.

One of these incidents was the death of "Dobe Jack." This was a name given him because he was so expert in building adobe houses on the Rio Grande frontier. No one knew any other name for him, neither did they know whence he came; but his pastime was "taking in towns"—for as soon as he would make a lot of money, which he did very rapidly in his work, he would buckle on his six-shooter, mount his horse swing his Winchester to his saddle, and ride away to "take in the settlements."

He was known to every one along the Rio Grande about Laredo as a good enough sort of fellow when sober, but a bad man of the worst type when under the influence of Mexican liquor—mescal; and this was very frequently. His only possessions were his "Colt's 45," his Winchester and his horse, a beautiful sorrel, remarkably intelligent and well trained, and so devoted to his master that he would never leave him, nor suffer anyone to approach him if he should fall off helplessly drunk, which happened often. After working at Laredo, or some other settlement, a month or two, and accumulating a good "stake," Jack would mount his horse, drink an enormous quantity of vile liquor, and proceeded to make things very lively.

It was in September, 1882, that he started to "take in" the camps at the settlement around the coal mines, near Laredo. It was a little town called San Isabel, consisting of one general store, three saloons with tobacco and monte attachments, a central eating house, called through courtesy, a hotel, four or five plank sheds instead of tents, several half adobe, half "brush" jacals, and about one hundred men and youths, and five women—three of whom were Mexicans.

For some time prior to Jack's visit the little place and neighborhood had been suffering from the depredations of horse thieves, rustlers and other border marauders, and several "gun scrapes" had taken place, resulting in a number of wounded men, but no fatalities. But these left the inhabitants in a humor to stand very little nonsense. In fact, the peaceable members of the population had about made up their minds to put a stop to such lively times at their expense. For a few hours after Jack's arrival things went smoothly enough, though people were on the look-out, as he was well known. Then the "pizen" began to work, as he always drank the worst and strongest stuff he could obtain, and he began to "take in the town" in the most approved border style. He rode up and down the little

street along which the town was strung, yelling, cursing and firing his pistol and gun. Then he began to thirst for gore, and intimated to a number of people that he would like to see the color of their blood mingle with the sand. It happened that the store was owned by a man named Isaac Blumenthal, who also owned the "hotel," where he lived. Jack rode up to the front of Ike's store, before which sat Pete Smith, the "chief-and-only-cook" of the hotel, dozing in the shade. Pete had been in that cacti-breeding section long enough to know what to do in an emergency. So, when Jack rode up, drew his six-shooter, and yelled:

"Go in thar an' tell that Jew to bring em a drink o' strong red liquor and be quick erbout it, too, 'or I'll shoot your dern carkiss so fuller holes yer skin won't hol'yer principuls, jes' ter see yer drap." Pete merely remarked that he didn't feel like furnishing the subject for that kind of fun, and quickly went in and did what Jack demanded. He soon returned and informed Jack that the liquor was refused. For an instant Jack seemed paralyzed at the audacity of this. Then, wheeling his horse, he rode up to the window, just inside of which sat Blumenthal at a desk writing, and fired through it at him. The ball missed Ike and went through the opposite wall. Blumenthal ran for the back part of the store where he had a Winchester loaded and ready. Jack, after firing, wheeled his horse again as quick as a flash and dashed into the store, and through towards the back door, firing at Ike as he ran. But, in his drunken condition, he fired too high. As he went out at the back, his head came in contact with the top of the door, and knocked his hat off. He passed through the corral that surrounded the yard, and came back to the front door to repeat the performance. When he got there, he began firing again and yelling at Blumenthal.

"Give me my hat, you infidel Jew," at the same time firing his last pistol shot and drawing his Winchester.

Blumenthal had secured his rifle by this time, and Jack, in answer to his demand, received, not his hat, but a bullet just below his right ear that severed his wind-pipe and came out on the other side. As soon as he was hit he wheeled and dashed down the street, clinging to his horse with wonderful tenacity. But he soon fell full length, and his faithful beast stopped beside him; and, for the first time, allowed those who gathered near to pick up his master—as if instinctively knowing he needed assistance.

Jack was taken into the very house he had tried to rob of its master a moment ago, and a physician was called, who pronounced the wound

'fatal. Everything possible was done for the dying man by Ike, but to no purpose. Jack had not a friend anywhere. But to one of the willing watchers by his side, the next morning after he was shot, he turned, in a half-conscious way, and said:

"Say, pard, I'll bet yer a hundred ter one I don't pull through dis yer sluggin'."

To this startling offer the astonished watcher answered, soothingly:

"O, yer musn't feel that-a-way, Jack. You're all right, an' I'll pull you through in good shape."

"Feel hell!" interrupted the dying man, in his old reckless manner, "I feel all right, an' don't you furgit it. I ain't a kickin' a bit, but I know dern well I ain't goin' to pull through with this, an' don't yer try ter fool me, either." After resting awhile he turned to his companion, and said:

"Say, ol' man, did I hurt any one yesterday when I made my wild break?" and, on being told he had not, he seemed satisfied, smiled a sort of contented smile, and continued:

"It's all right then. I ain't got no kick comin', for I got what I deserved, an' I'm ready ter go over th' range, but I'm mighty glad I didn't hurt nobody in my last break. Tell Pete Smith to take my horse, an' tell him ter treat him white, fer he's a thoroughbred, an' no mistake. Good-bye. Call Ike here."

When Blumenthal came in, Jack reached out his hand, and said:

"Ike, I ain't got nothin' agin ther Jews. They never make sich bad breaks like I done, an' they're never bad men like me and ther gang. You've treated me mighty white after what I did ter yer yesterday, an' I want ter shake yer hand befo' I start on ther long trail, where I won't have ter make no more 'dobe houses. I like sand, an' yer showed the right kind of grit, an' give me what I oughter got years ago. Put her thar," reaching out and taking Ike's hand and holding it in his dying grasp, "good-bye. Don't think too hard o' me, an' tell ther boys ter do ther squar' deal with me in the buryin' line. I don't want no cowardly coyotes monkeyin' with my carkiss. Good-bye," and he let go of Ike's hand, turned over, and quietly passed away.

WABASH.

A Successful Railroader.

Captain Burns at the time he was taken sick, last September, was the most popular as well as the oldest passenger conductor in active service in the employ of the Cumberland Valley Railroad Company. Knowing the kindly feeling which every one, who has ever met Mr. Burns,

has for him and the pleasure they take in hearing anything relating to him and his successful railroad career, we give the following account of his interesting railroad experiences:



EDWARD W. BURNS.

"Ed. I think you will make a good railroad man." Such were the words of the late A. S. Hull, at that time master of transportation to Capt. Burns, after his first trip as brakeman in 1867, when he had been reported for refusing to couple cars. That this prediction has been fulfilled we have only to look at his fine record and unbounded success as a railroad man. His quiet, affable manner has endeared him to all, both trainmen and patrons of the road. Until to-day he stands as peer among his fellow railroaders, having more friends both on and off the road than any other trainman in the employ of the C. V. R. R.

The following story of his refusing to couple cars, on his first trip, was related by him to us a short time ago: "My first trip was between Hagerstown and Chambersburg. Michael Cromer was conductor and James Adams engineer. Whenever I had occasion to couple, engineman Adams would bring the cars together with such force that no man could live between them. The first time he tried this with me I made no effort whatever to couple the cars, but walked back and leaned against a fence watching the cars come together. When he looked out and saw where I was, he got down from his engine, saying: "Why don't you couple the cars?" I replied, "I will when you bring them together in the proper manner." He always did after this, but reported me to Mr. Hull. The only reprimand I received from him was: 'Ed. I think you will make a good railroad man.'"

Edward Watson Burns was born in Chambersburg, August 5th, 1850, at the home of his grandfather, Frederick Smith, who resided on Main street, about where the Reisher buildings now stand. His boyhood was spent at Chambersburg, he attended the Academy here with Frank Thompson, (now First Vice President of the Pennsylvania railroad) and the late Dr. Rush Senseny as classmates and close friends. After leaving school he went to Philadelphia and entered the office of the *Philadelphia News*, his father J. W. Burns, being editor at that time. His principal duty there was to "dead head" the theatres, to take notes on the plays and "write them up" for his paper. He also assisted in making up the forms, but at the latter he was not a brilliant success, for, as he puts it, "I made more pi than forms." From the newspaper business he went into the hardware business with his Uncle, Fred Smith. Tiring of this he went to Glassboro, N. J., having been appointed chief book keeper in the Whitney Bros. Glass Works. From there he once more returned to Philadelphia and again worked for his uncle with the firm of Smith & Richardson. This firm shortly after failed and he returned to Chambersburg.

About six months after his return to his old home it occurred to him that he would like to railroad. He obtained a position and in 1867 began his prosperous railroad career.

His first position was as "News Boy." At this time the "Union News Co." had not been established. He traveled for Riley & Seargent. Shortly after this the accident insurance tickets, issued by the Travelers' Insurance Co., were issued and sold all through the east by special agents, upon the trains. The late W. Blair Gilmore, who was then ticket agent at Chambersburg, suggested the idea of selling insurance tickets. This work being more profitable and far more pleasant, he accepted the agency and was quite successful, as the captain was a fine talker in those days and by explaining the extreme danger the people were in and their liability to be killed at any moment, "even before they could purchase a ticket," he sold not a few.

He was soon after appointed to the position of chief and only clerk to Superintendent O. N. Lull. Mr. Burns was the only first clerk the superintendent of the C. V. R. R. ever had. His duties here were light. As he says: "about all I had to do was to sweep out the office and see who issued the most passes, Col. Lull or Judge Watts." Judge Watts was president at this time and he and Col. Lull were the only persons authorized to issue passes. Captain tells the following story about passes: "When I had nothing to do in the

afternoon; which was every day, the Col. would say: 'Well, Edward, suppose you see who issued the most passes to-day, Judge Watt or myself.' I would then go on a tour of investigation. Of course the Colonel come out ahead, as the Judge issued very few. Upon my return I would be greeted with 'well, Edward, who issued the most this time?' You did Colonel. 'I did, eh? So Judge don't give many then?'"

Whenever an extra man was wanted as brakeman, either on freight or passenger, "Eddie" was always called upon to leave the office and go on the road. We imagine the C. V. clerks of to-day would not find it as pleasant railroading as ticket collecting during "Grangers' week," if they were to be called upon to take a freight brake whenever an extra man is needed.

About 1871 the old night express was put on the road. It left Hagerstown about six o'clock in the evening, and returning left Harrisburg at 12 o'clock, arriving at Hagerstown 5 o'clock next morning. When this train was put on Captain Burns was promoted to regular baggage master and was given this run. When this night train was placed on the road, the first night dispatcher was appointed. Supt. Lull, whose residence was in part of the office building, was generally about at all hours. One night about 12 o'clock, he entered the dispatcher's office and found Ed. Byers, who is now agent for the C. V. R. R. at Mechanicsburg, fixing his bed to take a sleep. "Pretty comfortable bed you have there! Where did you get it?" asked the Colonel. "Mrs. Lull gave it to me," replied Byers. "Oh! Mrs. Lull did, eh! Well, I guess its all right then. But don't sleep too much."

When Mr. Burns began his career as brakeman the coaches were nothing in comparison to the royal palaces on wheels which we now enjoy, nor were his duties to be compared with the duties of the "kid gloved" passenger brakeman of the present. The cars were not equipped with air, all braking was done by hand and couplings were made with links and pins. The coaches were the old flat roof cars, with no ventilation save the windows, and were heated by means of a large wood stove in the center of the car. Some of the few minor (?) duties of the passenger brakeman was carrying wood for car stoves; washing the coaches inside and out; helping to load wood on engine tank at station for engine fuel; and one which Capt. Burns says he will never forget: "Pumping water by hand at Hagerstown, to fill the engine tank, by means of an old wooden pump, or, as we called it, a man killer."

Although in nearly all of the wrecks which have occurred on the road he has never been

seriously injured; but has made many narrow escapes. While baggage master he made a truly narrow one. This accident occurred at State Line, "Enterprise" engine, and Wentz engine-man. This was a very peculiar accident. The engine struck a cow, jumped the track and going over the animal, again lit on the rails and ran along out of sight of the train. In going over the animal, the coupling between the engine and car was broken, and the baggage car was thrown from the track, telescoping the coach. The baggage car was turned on end having the whole bottom torn from it. Mr. Burns, who was baggage master, held on to the brake wheel which was inside the car, and made several complete revolutions, when the brake chain was broken by the shock. He was miraculously only slightly injured, but could not get out of his dangerous prison until a hole had been cut in the car with an ax.

He was in the wreck which happened in Bridgeport yard in 1875. The engine ran over a cow and was upset, the cars also being derailed and overturned. Mr. Burns was badly shaken up and bruised in this accident. It was after night that this occurred and in the confusion the hand lamps of the crew were extinguished. They had passed a freight train going in the same direction just a short while before. Thinking of his train, notwithstanding his cuts and bruises, Captain Burns rushed back with his lamp to throw it into the cab window, (as he had no time to light it) to warn the engineer of the danger ahead. The engineman of the freight had seen the smoke and fire of the wreck and when the lantern came through the window he stopped at once, just in time to prevent a disastrous collision.

The most miraculous escape of his whole experience was the one that occurred at Chambersburg about 1874. He was riding on the cow catcher, ready to couple some cars, when his foot slipped and his leg was caught between the bars. He was thrown to the ground and dragged some distance before the engine stopped, and not a second too soon, as his foot had become loosened and he would undoubtedly have been mangled. He was only slightly bruised and scratched. Engineman George Wentz, upon being asked why he stopped, (as he did not know of Burns being on the pilot) said: "I don't know why I stopped. It just occurred to me to do so. I did and am glad of it."

The following little accident, more amusing than serious, the Captain delights to relate: "We were coming to Chambersburg one night on the evening express and were making the best time possible in order to be at Chambersburg in time

to see a circus which was to exhibit there that night. Everything went all right until we reached Mt. Alto Junction when the smoke stack, the largest part of the small engine Jenny Lind, dropped off, for some unaccountable reason. Engineman Roney stopped to pick it up, but W. Blair Gilmore, who was conducting the train, said: 'Never mind the stack, we must make Chambersburg in time to see the circus. Time's short; so leave it go!' So the smoke stack was left and we proceeded to town without it, presenting an odd and amusing spectacle indeed, and causing much merriment and comment by those who saw the sad and dejected appearance of the engine as it arrived at the passenger station." "Yes, we all saw the show."

When Mr. Burns first began to run there were only three passenger trains each day: two from Harrisburg to Chambersburg, and one through to Hagerstown. Two coaches and a baggage car was then considered a large train, in fact it was all that one small engine could haul.

Captain Burns was extra brakeman and baggage master until 1876, when he was promoted to regular passenger conductor. In 1881 he had to retire on account of failing health and was appointed traveling agent and also worked in Superintendent Boyd's office. At this time nearly all the offices were short of men, so he got a taste of the work of each department. Each department requested General Boyd to allow him to remain in their office, but this was refused as he wanted Mr. Burns where he could use him when needed in his department.

Mr. Burns is one of the oldest members of the "Old Reliable Order of Railroad Conductors." He is very popular among the members, always taking an active part in any business that comes up before them and seldom misses a session of the Order or fails to accompany them on their annual trip.

He has traveled through every state in the union, and all of the principal cities of Canada. This wide experience in traveling made him a valuable conductor and has helped materially to build up his popularity and make friends for him. Many a timid lady's fears have been vanished by his explanation and instructions, as how to do in changing cars at Pittsburg, Chicago or any other place, where she may have fears of trouble.

During his long passenger service he has never had a passenger in his charge injured in any way by carelessness or cause of his own, certainly a record to be proud of.

In 1882 the first through Pullman service was put in operation on the C. V. R. R. Mr. Burns' health having greatly improved he was given these

trains and continued on Nos. 3 and 10, they hauling the connection for six years. From that time he has been in active passenger service, running on the various trains until September last, when he was taken suddenly ill at the passenger station in this place. He was taken to his home at Hagerstown and after a severe illness of a few months was again able to be about, but unfit for train duty.

On the first of January Captain Burns was appointed to act as traveling passenger agent for the C. V. R. R. In his new position he will undoubtedly attain the highest success. The company made a wise selection when they appointed him to this position, as his large experience in traveling, his thorough knowledge of people, his energy and devotion to work, and his untiring efforts will carry him to the highest rank among his fellow traveling agents. Wherever he goes his smiling face and gentle manner and his entertaining talks cannot help but win new friends for the Cumberland Valley railroad. F. N.

An Egyptian Banquet.

A crowded life, where joy perennial starts;
The boy's pulse beating 'mid experience sage;
Wild thirst for action, time could ne'er assuage;
Countless sad secrets, learned from weary hearts;
New thresholds gained, as each full hour departs;
Long years read singly, each an opened page;
Love's blissful dreams and friendship's priceless gage,
A name grown famous through the streets and marts;
Knowledge advancing; thoughts that climb and climb;
Aims that expand; new pinions that unfurl;
Age that outstrips all promise of its prime;
Hopes which their prayers at utmost heaven hurl;
—Till in an instant, in a point of time,
Death, the Egyptian, melts and drinks the pearl.
—THOMAS WENTWORTH HIGGINSON, in April
Scribner.

On a Bust of General Grant.

Two Stanzas from the Last Poem Written by James Russell Lowell.

A face all prose where Time's [benignant] haze
Softens no raw edge yet, nor makes all fair
With the beguiling light of vanished days;
This is relentless granite, bleak and bare,
Roughhewn and scornful of æsthetic phrase;
Nothing is here for fancy, naught for dreams,
The Present's hard, uncompromising light

Accents all vulgar outline, flaws, and seams,
Yet vindicates some pristine natural right
O'erturning that hereditary grace
Which marks the gain or loss of some time-fondled race.

So Marius looked, methinks, and Cromwell so,
Not in the purple born, to those they led
Nearer for that and costlier to the foe,
Newmoulders of old forms, by nature bred
The exhaustless life of manhood's seeds to show,
Let but the ploughshare of portentous times
Strike deep enough to reach them where they lie:
Despair and danger are their fostering climes,
And their best sun bursts from a stormy sky:
He was our man of men, nor would abate
The utmost due manhood could claim of fate.

—*Scribner.*

Song and Singer.

I saw him once, the while he sat and played—
A stripling with a shock of yellow hair—
His own rare songs, in mirth or sorrow made,
But tender all, and fair.

And as the years rolled by I saw him not,
But still his songs full many a time I sung,
And thought of him as one who has the lot
To be forever young.

Until at last he stood before mine eyes
An age bent man, who trembled o'er his staff;
My sight rebelled to see him in such guise,
Ripe for his epitaph.

I grieved with grief that to a death belongs;
How Time is stern I had forgot, in truth,
And how that men wax old, whereas their songs
Keep on immortal youth.

Richard E. Burton, in The Century.

Crisis Periods—Pivotal Points.

There are times in the history of nations, and in the life of individuals, when their future destiny depends upon some change to be made; some choice between two paths. These opportunities of change, this choosing between possibilities, may be fitly styled crisis periods, or pivotal points. It was a crisis period, a pivotal point in the destiny of the human race when Eve led Adam through the Garden of Eden, and coaxed him on green apples.

It was a crisis period when the children of Israel stood on the shore of the Red Sea. Behind them was Pharaoh's hosts, on either flank was impenetrable mountains, and before them miles of sea. How much of future destiny hung upon their immediate decision.

Their individuality as a nation, the difference

between existence and annihilation, hung upon the next move they should make. And so throughout the world, among all nations, there have been times when a great deal of destiny has crowded into a very brief period of time. And these crisis periods are the means of calling from the ranks and placing in the capacity of leaders, the very best of nature's noblemen. It was thus Cincinnatus was twice called from the plow to save the Roman people, who had been ground by bigoted rulers, until they not even cared whether Rome lived or died.

It was at such a period that the beardless French lieutenant was placed in command of the French armies to quell "the reign of terror," brought on by the grinding of the laboring classes between the upper and nether millstones. It was a crisis period when Oliver Cromwell dissolved the British Parliament. A crisis period when religious intolerance drove the Puritans to seek a home on the new continent. The same causes brought into prominence a Washington, a Jackson and a Lincoln.

And it was unquestionably a crisis period that called into existence labor organizations, and industrial alliances. And as the crisis apparently draws near, they are preparing by federation to meet it. And this prompts the question, will federation be a sufficient means? I think not. Let us learn a lesson from our masters; railroad officials federate their interests more to control legislatures and congress than for anything else. Let us be as wise as they. And while the near future is certain to be prolific of great political changes, let us keep keenly alive to what is passing about us. It was a crisis period when the U. S. Bank so monopolized the financial interests of the people, that they were compelled to organize a new political party, under the leadership of Andrew Jackson. And another when the Republican party was organized under A. Lincoln.

Yet neither the U. S. Bank, nor the ownership of African slaves ever made one millionaire.

While the industrial slavery of the past twenty years is making millionaires by the scores.

To become a millionaire is to become a robber. No man can earn a million in a lifetime.

I feel as I view the present economic situation, something as I think Patrick Henry did when he stood up in the Virginia Convention against the counsel of older heads, who still advised obedience to mother England.

"Are we disposed to be of the number of those who having eyes see not, and having ears hear not the things which so nearly concern their temporal salvation?" Can we look with impunity and indifference upon the robbery of those

who labor? Or will we manifest the spirit of a slave, and say we can't help it? The spirit of one who felt himself a freeman, would declare we can, and we will help it.

The greatest crisis period this country has ever known dawns upon us; the prosperity of the nation, the choice between ignoble slavery and the right to enjoy the proceeds of our own labor, calls us to enlist in the cause of right.

Are we men, are we freemen, and passively submit to our earnings being taken from us, with no more moral right than is behind the highwayman's pistol?

The money that goes into the millionaires' coffers annually is not profits, it is plunder.

Where, as Lee Merriwether, the special agent of the National Labor Bureau points out, we have thousands of poor in our cities that are continually hungry and continually cold; their wages not admitting of their having fire in their rooms, and when the employers of these people are rolling up wealth by the million, their wealth is not profits, it is plunder.

If you want to witness something of how the martyrs Latimer and Ridley appeared in the fire stand at a street corner in Chicago or New York, and see the working girls going to their work. These girls are passing through a hotter fire to a more agonizing death than ever did any of the Waldenses.

Thousands of females, yes hundreds of thousands in our nation to-day, that over-work and want has burned the color from their cheeks, and the spring from their step, and has settled upon them pallor, disease and death. Hundreds of thousands of men and women to-day continually tired in head and heart and back. Yielding up their strength that one man may roll in wealth. It is useless to offer solicitude that gives no relief from these grinding burdens.

A crisis period is here, a pivotal point, and those who will not turn in with the sweep of reform may as well get out of the way, for the reform is inevitable. It is a period of destiny; in many of the states south they will not be able to endure another four years of plutocratic rule, and remain in possession of their homes. Cotton (which is now cornered) was their only hope of an independent existence.

This year an opportunity to avert a crisis will be offered to the citizens of this republic. Let us look well to our interests, and refuse to be side tracked on the old tariff hobby, or obsolete issues. Let there not only be organization and federation, but let us have a perfect union upon common interests.

NATHANIEL R. PIPER.

Kenton, O.

TACT.

BY S. E. F.

An aged man replied to me,
When importuned to give the key
That opened doors which hid success:
It was not his he would confess,
But he had seen it, mark the fact,
The key was always labeled tact.
Noticing my astonished phiz
He said: "You would ask what tact is."

'Since, my boy, I do not claim it,
I may try at least to name it.
He has little, as the world goes,
Who readily tells what he knows,
While he who imparts every whit,
Without reserve, has not a bit,
To your, boy, interrogation,
Here is tact, from observation.

Whoever your superior
May be, as an inferior,
You must show them due deference,
Following tact, not preference.
It matters not how high they be,
A little subtle flattery
Is incense to them. Not too much.
Learn their fiber before you touch.

Of course the ladies are not vain.
Tact sees but never calls one plain.
Through tact, a man will see no flaw,
Even in his mother-in-law.
When young mother new babe displays,
In admiration you will gaze.
Tact sees a homely, puffy face,
Says 'like it's pa,' kiss, no grimace.

Talking with a man of money,
Don't, with him, try to be funny.
Monied men, who have made their pile,
Often do not have time to smile.
If sorry joke he tries to make,
Laugh at it until your sides shake.
In what he says, you acquiesce,
Dispute him not, your point don't press.

My boy, whatever else do you,
Dispute no one's religious view.
Believe you not the same as he,
Listen unto him silently.
Tact is only policy taught,
Until you do just what you ought.
Through eyes and ears tact sharpens wit,
Guides the tongue till it non-commits."

is estimated that if running 60 miles per hour with the full braking weight of the train utilized, and the rails in the most favorable condition, this train could be brought to a full stop in 900 feet; at 80 miles per hour, in 1,600 feet; at 90 miles per hour, in 2,025; and, finally, at 100 miles per hour, in 2,500 feet. These figures at once establish the fact that under the best possible conditions the track must be kept clear of all obstruction for at least 2,500 feet in advance of a train running at the highest limit; but we must estimate the clearance for the worst conditions, such as slippery rails, foggy weather, and unfavorable grades; the personal equation of the engineer must also be considered in a train covering 145 feet each second.

Would it be too much to ask that the engineer receive his warning three-quarters of a mile before he must halt?

The difficulties of arranging for the passage of trains of this character are manifest; we are not speaking of special trains, but rather of regular trains, running as frequently as may be desired. It should be remembered that, in a two-hour run, the fastest trains of to-day would require a leeway of an hour, and slower ones would have to start proportionately earlier, or be passed on the way.

The most improved forms of signalling and interlocking, be they mechanical, pneumatic, electric, automatic, or otherwise, which are so necessary to the safe movement of passenger trains, may be introduced, but cannot be placed nearer together than three-quarters of a mile. The very presence of these signals, while giving the maximum safety, has in practice made prompt movement more difficult. This state of affairs would point to the necessity for an increase in the number of tracks, so that passenger trains could be grouped on the basis of speed just as it has been found already necessary, on crowded lines, to separate the freight traffic from the passenger.—Theodore N. Ely, Genl. Supt. Motive Power, Penn. R. R.—*Scribner*.

The Extravagance of Mud.

We have in the United States something like 16,000,000 of horses and mules above the age of two years upon our farms, and at the moderate estimate of 25 cents as the cost of feed and care of each of these animals, we see at a glance that the aggregate expense of maintaining them is about \$4,000,000 per day. If, by a similarly moderate estimate, we say that they are kept in the stable in a condition of enforced idleness by the deep mud of spring and fall for a period averaging 20 days in each year, we may easily compute that the loss, in this respect alone, will amount to \$80,-

First of all, we must know how soon after receiving warning of danger, a train of 350 tons, running a mile in 36 seconds, can be stopped. It

000,000 per year, a sum sufficient to build 16,000 miles of excellent highway. Of course, considering the great variety of conditions, and the consequent number of factors to be regarded, it is impossible by mathematical formula to compute the loss entailed on any community by the continued toleration of these dirt roads in their present condition; but the error in the result of any computation is more likely to show a loss smaller than actually exists, and in whatever way the matter be regarded, it is certain that with the imposed burden of extra help and extra draft-animals, loss of time, wear and tear of wagons and harness, the drawing of light loads, and the depreciated value of farm-lands, we are pursuing a short-sighted policy in permitting the present system to continue. Besides the actual loss, which a moment's reflection will serve to show, we are gaining nothing and saving nothing in that great department of agricultural industry to which the condition of the dirt road is of such marked importance.

By dwellers in cities the actual condition of these country roads during the wet season is scarcely known; while with farmers, to whom all roads are dirt roads, and who have never seen nor known of a highway better than that which they have used from boyhood, dirt road is an accepted fixture, which long habit and use have impressed upon them as a natural and necessary adjunct to farm life. . . . In the spring of 1891 . . . in the State of New York the country newspapers were printing long editorial complaints of the hopeless condition or the rural highways, and the consequent paralysis of country trade, while commercial reports were published from week to week in which business embarrassments and failures were charged directly to the impassable condition of the country roads. Half-loaded farm-wagons were stalled in deep mud almost in the shadow of the magnificent twenty-million-dollar Capitol at Albany, while, as if to show to what ridiculous ends the perversity of the human mind will sometimes lead us, the good farmers of Albany County were actually sending telegrams to the legislature, asking for the adjournment of a committee hearing, because the roads of Albany County were too bad to permit them to get to town in time to oppose a bill which promised to make them better!—*Century*.

Shall We Travel 100 Miles an Hour.

There is not much probability of attaining regular and continuous speeds of 100 miles per hour with our present locomotives. Their fire-boxes—which perform the same functions for the machines that their stomachs do for animals—are, with the present system of construction, neces-

sarily contracted in size. The weight of the whole locomotive being fixed, the dimensions of the different parts are also limited.

It is proverbially dangerous to prophesy when you are not quite sure, and if prognostications are based upon calculations the mendacity of figures may rise up hereafter to deprive the prophet of all honor.

From what has been said, however, it will be seen that *fast running is largely a question of steam production*. Given a boiler which will generate enough steam, and the other problems are of comparatively easy solution. The difficulty is to get the boiler sufficiently large within the limits of size and weight to which it must be confined.

It will be safe to say that to be able to travel continuously at 100 miles per hour we must have either boilers or fuel which will generate more steam in a given time than those we are using now do, or our engines must use less steam to do the same work, or what is more probable still, we must have all three of these features combined. In the locomotive of the future the action of the reciprocating parts will probably be more perfectly balanced than it now is; coupling rods will either be dispensed with altogether or their risk of breakage will be lessened by placing the driving-wheels near together, and both this danger and the disturbing effect of the reciprocating parts will be lessened by increasing the size of the wheels. To enable the engine, or, rather, its journals, to "run cool," the journals and their bearings will be increased in size so as to have ample surface to resist wear.

Coming events are, however, already casting their shadows before them, and there are indications that the improvements which are here foreshadowed, or some of them, are in process of evolution.—M. N. Forney, editor of *The Railroad and Engineering Journal*.

A Tale of a Tail.

I begin quarrels and queries
While with Quakers I would be "friends."
For quips and quirks without number
This alone cannot make amends.
Quiet comes with my beginning,
But that fact will not me release
From you who alway me follows
Till its presence gives me no peace.

From Greece I was once excluded,
Anglo Saxon Queens never knew
Their dear ancient C. W. (en)
Must go for the useless French Qu(een).
I never close anything English
But begin much that I bewail,
In France, place of my extraction,
I was but a queue, *just a tail*.

S. E. F.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

An Angel Leading the Way.

"Oh please don't tramp on the pretty blue flowers,"

Said an innocent child one day,
As I walked with her in the glad spring hours
Through a flower-enameled way.

Violets gay in our pathway lay,
And I heeded not their height,
Nor the lovely bloom, nor the sweet perfume
They were yielding us day and night.

I carelessly trod on the gifts of God,
And sighed as I passed along:
Oh, weary world! oh, desolate world!

Thou art cold to my heart of song,
"Oh! please don't tramp on the pretty blue flowers,"

Said the innocent child once more,
With a voice whose pleading, mysterious powers
Seemed born of some heart's deep lore.

I stepped aside from the flowery path,
When lo! from her eyes of blue,
A light I have dreamed that angels hath
Seemed tearfully struggling through.
Then I saw her stoop and with tender hand
Lift from its lowly bed
A flower that was lying half buried in sand;
Crushed down by my careless tread.

"Ah, poor little flowers," she pityingly said.
And laid the bruised form in her hand,
Then tenderly raising its low-drooping head,
Her tears washed it free from the sand;
And the timid thing, with its eyes of spring,
Looked upward and seemingly smiled,
While a sunbeam bright from the founts of light
Kissed the brow of the innocent child.

Then I saw where I trod were the gifts of God
In daily munificent spread,

Only each hour, like the timid flower,
They were crushed by my careless tread.
'Twas a beautiful lesson the dear child taught
In her innocent, artless way,
And one that came with a blessing fraught
To live in my heart alway.

—Belle Bush in *Health and Home*.

A Contrast.

Two men toiled side by side from sun to sun,
And both were poor;
Both sat with children when the day was done,
About their door.

One saw the beautiful in crimson cloud
And shining moon;
The other, with his head in sadness bowed,
Made night of noon.

One loved each tree and flower and singing bird
On mount or plain;
No music in the soul of one was stirred
By leaf or rain.

One saw the good in every fellow man
And hoped the best;
The other marveled at his Master's plan,
And doubt confessed.

One, having heaven above and heaven below,
Was satisfied;
The other, discontented, lived in woe,
And hopeless died.

Courage.

Be free! be free! let no cold chain
Of worldly prudence bind thee;
What didst thou bring? Thou'lt go again
And leave all things behind thee.

Face doubts and foes ; why should'st thou flee ?
 Stand fast, and do thy duty ;
 And the whole universe for thee
 Shall blossom into beauty.

Be true ! be true ! not just the same
 Are we in form and feature ;
 A different trial and different name
 Is given each heaven-born creature.

True to thy God, through all thy years,
 Let nothing less content thee ;
 Confide to Him thy hopes, thy fears,
 For He, and no man, sent thee.

Be brave ! be brave ! it is no wrong
 To stand with none beside thee ;
 If thou art fearless, true and strong,
 What evil can betide thee ?

—S. A. Pye in *Youth's Companion*.

It Makes a Difference.

A boy will stand and hold a kite,
 From early morn till late at night,
 And never tire at all.
 But, oh, it gives him bitter pain
 To stand and hold his mother's skein
 The while she winds the ball.

A man will walk a score of miles
 Upon the hardest kind of tiles
 About a billiard table.
 But, oh, it nearly takes his life
 To do an errand for his wife
 Between the house and stable.

A girl will gladly sit and play
 With half a dozen dolls all day,
 And call it jolly fun.
 But, oh, it makes her sick and sour
 To 'tend the baby half an hour,
 Although it's only one.—*Exchange*.

CLEVELAND, O., April 11, 1892.

Editor Ladies' Department:

DEAR SISTER AND READERS:—I have been appointed by our division (of which I shall speak later) to act as correspondent to your journal, and although I know I am incompetent to act as such, still I will not take up too much of your valuable time in making excuses, but ask you to kindly overlook all my mistakes.

On March 17 last at 2 p. m. about thirty-five ladies met in the Odd Fellows' Hall, 52 Public square, of this city, for the purpose of forming a division of the auxiliary to the O. R. C. We had met several times previous to discuss the question, and had secured the names of forty-five ladies as charter members, thirty-five of whom were ready to receive the secrets on the 17th.

Our worthy Grand President, Mrs. C. Ragon, was present to organize. She was to have been assisted by the Grand Vice-President, Mrs. Nevill, but that lady did not make the proper connections in coming to our city, consequently was not present during the entire ceremony. Mrs. Hillbush, Mrs. R. A. Meyers, Mrs. J. R. Meyers, Mrs. Hill and Mrs. Collins, all of Bellevue division, were present and assisted Grand President Mrs. Ragon in the work of instituting the division and the installation of the officers as follows: President, Mrs. C. P. Hodges; vice-president, Mrs. J. W. Sylvester; secretary-treasurer, Mrs. J. W. Scanlon; senior sister, Mrs. Wm. Forbes; junior sister, Mrs. J. Smith; sister guard, Mrs. J. F. Lahiff. In the evening there was a very enjoyable affair, in the shape of a banquet and social given by the ladies to the conductors and families. Several recitations were heard from the little folks, but none from the older ones, as the ladies were rather timid, on this their first affair after organization; but our president, Mrs. Hodges, favored us with a few fine piano solos which met with a well deserved applause.

Mrs. Ragon was then called upon to give a short history of the auxiliary, which she did in a very able way. Relating its struggles in the beginning and later success and ended by thanking the ladies from Bellevue division for their assistance and attendance, and wished us a bright future, as we certainly shall have if we only take her excellent advice. Then followed the initiating of the brothers, which ceremony sent us all home in a merry mood. Even if some of us did miss the last car and have to walk, I know from the expressions since heard that Mrs. Ragon won her way into all our hearts during her short stay with us, and it is to be hoped her excellent advice also took deep root among us and we hope to make her proud of us in our work as a division. We were sorry the weather was unfavorable while she was here, as we all feel a pardonable pride in our city when seen at its best; but we hope the next visit she makes will be in fine weather. Mrs. C. P. Hodges entertained the grand president while here.

I would like to make a few remarks about one member of the O. R. C. who deserves special mention, although they all assisted us in our work of the auxiliary, but Mr. C. A. Davidson favored us in so many ways. He is a very successful business man and is president of our city council. It is a good many years since he was in actual railroad service, still he enjoys the society of the boys and they hold him in very high esteem, and as for the ladies I really think he could work his way into the division room with-

out the *pass word* were he to try, he is so well thought of, but I suppose his wife's advice is—not to try. He and Mr. Hodges made themselves very agreeable the night of our banquet, and were especially anxious that the Brothers should surmount all obstacles.

Our president appointed Mrs. J. W. Kelty, together with Mrs. G. H. Carmer and Mrs. C. Corlett to act as the executive committee. Mrs. W. H. Wilson is our delegate to the convention. And now I will close with the name of our division, which I suppose you thought would be St. Patrick, owing to the date of organization, it is much older than St. Patrick, being the name of our Savior's birth place, Bethlehem Division No. 1. MRS. J. W. SCANLON, Secy-treas.

Book Writing.

Did you ever stop to realize that we are each and all book writers? We have the names of our authors and poets printed on bits of card board for our children to play with, so that they may become familiar with their names. These have woven their fancies with or without facts into interesting pages to be perused by the public, while each one of the world not literary has been writing books too, although too often unconsciously. We write on our own faces our own actions, and often add an indelible chapter to the book of a friend, but more especially do we write on the open pages of our children's characters. And too often when we are forced to read our own writing do we exclaim, "where did that child get such, and such a peculiar temperament." I knew of a mother that had a great desire to write on the different subjects that interested her at various times. But there was no time to write with boys and girls and father to do for, and one day when the desire for time to satisfy her craving had as usual been denied the thought came to her that she was writing her inspirations on easily impressed sheets, the souls of her boys and girls, her own soul and the souls (in a greater or less degree) of those around her.

Bellevue, O., March 11, 1892.

Editor Railway Conductor:

As Autumn Leaf, division No. 12, has not been represented through your columns I would like to say that we still exist and are prospering slowly, both socially and financially. I wish also to inform you of the sad bereavement of our Secretary and Treasurer. Helen E. Nye, only child of Mr. and Mrs. Freeman Nye, died on Feb. 11th, of congestion of the lungs. Aged 2 years and 5 months. Sister Nye has our heartfelt sympathy in her sad loss.

I also wish to state that there was a mistake made in the name of our division as it is named Autumn Leaf Division No. 12, instead of Nickle Plate.

Bellevue Division, No. 134, held their annual ball on New Year's Eve, for which the L. A. of O. R. C. furnished supper in the elegant dining hall of the new hotel owned by Bros. Dillon & Nye. The use of the hall was tendered us free by them. The supper netted us about \$30. I would also mention that Division 134, O. R. C., has shown their good will towards us by voting to pay our hall rent, which is a great help to us, for which the Division has our best wishes. I will close. MRS. F. C. FESS, Cor. Sec.

Brain Power in Plants.

REMARKABLE PROPERTIES OF SOME SPECIES WHICH SEEM TO PROVE IT.

Arthur Smith, a botanist of note and one of the writers of the *National Review*, entertains many curious ideas concerning the sleep and brain power of plants, many of these notions directly or indirectly conflicting with the established opinions of such men as Cuvier, Huxley and Darwin. Speaking of the mimosa he says: "It always folds its leaves at the close of day, and there is no doubt, if it were not allowed to sleep, it would, like the human species under similar circumstances, soon die." This is not only an example of the necessity of sleep for the repairing of nervous energy and recuperation of brain power, but a proof of the existence of the same faculties in the vegetable kingdom. Then take the matter of the carnivorous plants, the Venus fly-trap, for instance, which will readily digest raw beef or any insect small enough to fall into its maw. This botanical curiosity has glands which pour out a fluid which resembles the gastric juices of the animal stomach. This fluid dissolves the meat or insect and absorbs their substances into the tissues of the plant. In animal nature digestion can only be commenced by the brain force acting by means of a nerve upon the gastric glands; we may, therefore concede that it is the action of the same power in that plant that produces the same results. A further illustration of this wonderful effect of brain power in plants may be observed in the action of the radicle of seeds. The course pursued by the radicle in penetrating the ground must be determined by the tip. Darwin wrote as follows in regard to this: "It is hardly an exaggeration to say that the tip of the radicle; endowed as it is with such diverse kinds of sensitiveness, acts in the same manner as the brains of animals, the brain being seated within the extreme end of the body, receiv-

ing its impressions from the sense organs, and directing the several movements." Mr. Smith does not quite agree with Mr. Darwin's belief, but is of the opinion that it is a simple example of brain power, which is the cause of all plant movement. In conclusions he mentions a remarkable property of the potatoe fungus. When the spores of this fungus burst a multitude of little bodies escape; if these bodies gain access to water they develop a couple of little tails, by means of which they swim like tadpoles.

Lincoln's Last Hours.

SHEDDING LIGHT ON THE GREAT PRESIDENT'S RELIGIOUS CHARACTER.

A letter on the religious character of President Lincoln by Mr. Miner, an old neighbor and friend of the president, in the Boston *Christian Leader*, contains some facts not heretofore known. We give its conclusion:

"It has been a matter of regret to many good men that he came to his tragic end in such a place. But if the circumstances of his going there were fully known it might relieve their minds somewhat. It has been said that Mrs. Lincoln urged her husband to go to the theater against his will. This is not so. On the contrary she tried to persuade him not to go, but he insisted. I have this statement from Mrs. Lincoln herself. He said: 'I must have a little rest. A large procession of excited and overjoyed people will visit me to-night. My arms are now lame shaking hands with the multitude, and the people will pull me to pieces.' He went to the theater, not because he was interested in the play, but because he was careworn and needed quiet and repose. Mrs. Lincoln informed me that he seemed to take no notice of what was going on in the theater from the time he entered till the discharge of the fatal shot. He was overjoyed at the thought that the war was over and there would be no further destruction of life. She said the last day he lived was the happiest day of his life. The very last moments of his conscious life were spent in conversation with his wife about his future plans and what he wanted to do when his term of office expired. He said he wanted to visit the Holy Land and see those places hallowed by the footprints of the Savior. He said there was no city he so much desired to see as Jerusalem, and with this word half spoken on his tongue the bullet from the pistol of the assassin entered his brain, and the soul of the great and good President was carried by the angels to the New Jerusalem above."

ST. PAUL, Minn., March 2, 1892.

Editor Ladies' Department:

DEAR SISTER:—I have read with interest almost every number of THE RAILWAY CONDUCTOR for the past eight years and do not remember of seeing an article from St. Paul in all that time. I have often been tempted to write something myself, and now shall do so. One thing I can safely say, the O. R. C., Division No. 40, is one of the best managed secret organizations in the city. Of course I have never had the pleasure of being in attendance at any of their meetings, but think I can safely make the statement, judging from the appearance and aptitude of the sturdy boys, the neatness and dispatch with which they have carried out their well laid plans in all their public gatherings. I, for one, am only too sorry that we have no Ladies' Auxiliary in connection with their lodge. I would be greatly in favor of organizing one at once, and would do all in my power to make it a complete success. The Brotherhood of Locomotive Engineers have lately started a Ladies' Auxiliary in connection with their lodge and I should think we might do likewise. My husband is a member of several other orders but the first and foremost in his heart is the O. R. C., and, of course, he being so interested, I cannot fail to be likewise.

Division No. 40 gave a very successful ball at the Merchants' Hotel, the 10th of February. Conductor Malloy had the matter in charge, and too much praise cannot be awarded him for the entire satisfaction in which everything was conducted from beginning to end. The costumes were very neat and pretty and were quite devoid of elaboration and show—and in this particular I think the ladies did themselves great justice. The doors of the Merchants' Hotel had been generously opened for the benefit of the conductors and their ladies and the hospitality of the genial host will be long remembered. They tripped the light fantastic to the strains of Sibert's full orchestra in the spacious dining-room which was profusely decorated with potted plants and cut flowers, and a delicious supper was served in the ladies' ordinary. The supper was indeed a bountiful repast as everything was first-class and enough to spare.

We hope that Division No. 40 will not fail to celebrate in like manner again, next year. The verdict of all was, a most enjoyable evening spent by all present. The boys realized a neat little sum to add to their already filled treasury.

Yours,

"FANTASMA."

HUNTINGTON, IND., March 6, 1892.

Editor Ladies' Department:

I have been thinking and wondering how I could find words nice enough, and have been wishing for a whole vocabulary of them, in which to speak of the happy and gratifying event occasioned by the installation of Leap Year Division No. 18, Ladies' Auxiliary of O. R. C., at Andrews, Ind., on the 29th day of February. The day dawned with a down pouring rain, but it did not dampen our cheerful hearts. Regardless of rain, fifteen ladies of Erie Division No. 16, L. A. to O. R. C., accompanied by several conductors and Mrs. Chas. Ragon, grand organizer, of Columbus, O., donned gossamers and overshoes, and boarded the afternoon train for Andrews, on the Wabash. Arriving there at half past two, we were welcomed at the depot by a committee of O. R. C. ladies who welcomed us in a most royal style. We immediately proceeded to the division hall, where we spent the remainder of the afternoon getting acquainted and preparing for work in the evening. At 5 o'clock we were escorted to the beautiful home of Conductor Sullivan, where a most bounteous supper awaited us. Each was presented with a beautiful rose as a souvenir of the happy occasion. All did ample justice to the delightful supper. Too much can not be said of Brother Sullivan and his amiable wife. After supper we returned to the division hall, and after opening in due form we proceeded to institute.

The division is composed of 17 charter members, with Mrs. H. Wells, president; Mrs. Jno. Sullivan, vice president; Mrs. L. C. Gunn, secretary and treasurer; Mrs. F. Hockaday, sen. sister; Mrs. Jno. Fording, jr. sister; Mrs. Hedges, guard. Our work being completed, the remainder of the evening was spent in initiating our liege lords to the mysteries of the Order.

Being 12 o'clock, we were this time shown to the Sullivan restaurant, where another elegant supper awaited us, and I must say, the gentlemen that received the alleged degree, did more than justice to supper, (well who wouldn't). Good byes were then the order, and we left with the impression that a more social class of people could not be found than our Andrew's Sisters and Brothers proved themselves to be.

Wishing you God-speed, my Sisters. May the sun of prosperity ever shine on your pathway.

MRS. THOMAS BUSSERT,
Cor. Sec. Erie Division No. 16.

Editor Ladies' Department:

It is a pleasure indeed to know we have a woman to preside over our department. We had nothing to complain of while the editor held the

position, but we feel more assurance, when we know our productions are placed into the hands of one, who like we, are susceptible to the heritage of woman. We extend a hearty welcome, and will try and not make life a burden to you. The time having come when we are called upon to turn a leaf in the book of time, we hesitate. Before us lies the history of 1891. Take a retrospect. Are we pleased? Are we satisfied? Is there anything we have left undone that we might have done? Well might we hesitate ere we place upon the clean white page of the future the deeds to be recorded for 1892. We are not working for our own selfishness. We are trying to make the standard of the wives of railway conductors second to that of no other class of women. Those who wish to "more fully realize our aims and objects," should cast their lot with us. We are sure if they do, they will consider us a "benefit to the Order." One lady says: "I see by THE CONDUCTOR there are not many divisions of the Auxiliary." It is too true. And in looking for a cause for the organization not growing as it should, I am not met by any formidable foe; I only see the indifference of those who should come willing into the organization. There is no reason why the wives of railway conductors should not interest themselves in a cause which can be productive of nothing but good to them. We are aware of the fact, that many conductors are opposed to this organization, but we are so sure the invincible, unyielding will of woman will finally conquer, we are determined to work harder than ever. If all divisions of O. R. C. would interest themselves in this cause, I am sure the Sisters would be very grateful. We have received so much encouragement from the Brothers of Toledo Division No. 26. We have been much improved by the suggestions and advice given us. They have done all that kind thoughtful hearts could do. And (please don't consider us egotistical) we are sure they are proud of our Auxiliary. Why are not conductors' wives as competent to organize and maintain a society as any other class of women? If these same conductors who oppose us were told their wives were wanting in any of the requisites necessary for this work, they would find themselves confronted with the facts the position they have taken warrants.

The time has come when organizations for the benefit and pleasure of women are being instituted all over this broad land. These organizations are as various as the interests they represent; and it naturally follows that those who have a common interest are drawn a little more closely together, have a little more sympathy and affection for

each other, than those whose interests are divergent. "We need the stimulus that comes from contact with others." When we learn the woman we have met is the wife of a conductor, we feel more interest in her than we would otherwise have. We know she has known the same cares we have known, and felt the same fears we have felt. The Sisters of this organization will not be satisfied until they have united the wives of railway conductors in a common cause. This may be considered replete with assurance, "but see if we are." I am very truly yours in T. F.,

MRS. JAS. H. MOORE,
Toledo, O.

A Card of Thanks.

Permit us through your journal to express, as well as words can, a heart of gratitude to, and our attachment and abiding love for the "Ladies' Auxiliary to the Order of Railway Conductors," whose tender care and watchfulness over us during our long illness, has won me back to life again. They added another link to the "tie that binds," by unloading their well filled baskets of tempting viands upon our table, for which we could but exclaim "life is worth living after all," especially when surrounded by sisters with hearts overflowing with christian kindness and sympathy. In the language of the poet we would say:

"Their kindness and love had a power,
To sooth affliction in her darkest hour."

And that you, my dear Sisters, may never want for the same kindness you have so willing bestowed upon me

I shall ever pray.
MRS. H. H. ANDREWS,

WATERLOO, Iowa, April 15, 1892.

Editor Ladies' Department:

The second annual sociable of Division 67 was held in Waterloo, Iowa, March 21, at the residence of Mr. Wm. May. As there was no formality and every one seemed to feel at home, it was a very enjoyable occasion. An invitation was extended to a number of O. R. C. people who were not members of Division 67, but only two accepted—Mrs. Ellis whose husband is a member of Fort Dodge Division No. 93, and Mr. O'Hara from the same Division.

We were young again and played charades, spat 'em out, jolly miller, &c., till we were sufficiently exercised to appreciate the bountiful and delicious refreshments which the ladies had prepared. After supper came the literary part of the evening's entertainment. An original poem by Mrs. G. D. Miller was read; a short but interesting history of the Order, by Mr. Miller; several

violin selections by Mr. G. L. Ward, and singing by the crowd.

Quite an exciting contest then took place. The ladies were provided with hammers and nails and a prize was offered to the one who could drive the greatest number the most evenly in a given time. I do not know how many poor thumbs suffered, but Mrs. G. D. Kelley won the prize.

Then the gentlemen were given a chance to show off. They were provided with needles, thread and buttons, and a prize offered to the one who could sew on the most buttons in a given time. Mr. Wm. Andruss was the happy (or unhappy) victor, for I think his fingers were in a bad shape as the ladies' thumbs.

Our sociables are a success and serve admirably to keep up the "Perpetual Friendship," which is the motto of the Order. Below is the poem which is for the benefit of those members who were unable to attend:

[Perhaps some of the O. R. C. Brothers will grumble a little at this lively bit of rhyme appearing in the Ladies' Department, particularly as it is about Brother members of *their* Order. But by so doing we feel *sure* of more than a usual amount of their *attention* to our department.]—Ed.

Listen, my friends, and you shall hear
Of some O. R. C. boys, some far, some near;
First of our officers, each a good one
From Lawrence Van Vleck to E. F. Oleson.

Chief Conductor "Van" with his waxed mustache
And his clothes so slick, cuts quite a dash;
But though he's a dandy from top to toe
When there's work to do, he's by no means slow.

J. D. Hayes, our Assistant C. C.
Does not lack in weight, but it seems to me,
If some hair on his face could be coaxed into sight,
Both he and his wife would be full of delight.

And next on the list is Miller, G. O.
From the letters he sends I think *him* you all know;

For Secretary and Treasurer he is in our lodge,
And in work as in fun he will not dodge.

Our Senior Conductor, William Andruss by name,
"Hungry Bill" you may call him, but just the same,

A finer man you will seldom see,
And that is sufficient for you and me.

G. D. Kelley is our Junior Conductor;
He's on the way freight and makes quite a stir;
To be sidetracked so often is not to his mind,
And he says Mr. Keepers is very unkind.

Our Inside Sentinel is Mr. John Dacy,
Who in *car-hunting* shoes is decidedly racy;

When the engineer knows that *he* is behind,
All the east bound loads he is sure to find.

E. F. Oleson comes last on the officers' list,
And once he was fined because he was missed;
But I think in the future more careful he'll be,
To remember all meetings of the O. of R. C.

Billy Barr on the Cedar Rapids line,
Don't often get here to have a good time;
But whenever he comes a welcome he'll get,
Though vacant his chair we will not forget.

A. A. Clark is a member who's prompt with his
dues,
But we're not much acquainted and of him
we've no news.
But "Sonny" if ever you go up the Branch,
To see "Flatfoot Chapman," don't miss the
chance.

Now, I'll call your attention to Carney so fine,
In his new uniform with buttons that shine,
And Chamberlin, too, though far away,
Is not forgotten on this glad day.

Mr. John Doherty, like Mr. O'Reilley,
Though very reserved, is spoken of highly.
C. C. Filson near the coast doth dwell,
But never a word of his home does he tell.

Frank Fenstermaker switches in Fort Dodge
yards,

A good natured fellow and fond of his pards,
And friend Jerry Gordan I now must confess,
What business he's in I can't even guess.

And surely a kin of "Old Hutch" have we here,
Who cornered the wheat and made flour dear;
So we'll feed him on mush till grown tired of
his ills,

We'll send him a box of Frank Hughes' liver
pills.

But just hold your horses and wait a wee while,
For "Commodore Hunt" to come up with a
smile;

A welcome he'll give you wherever you meet,
Especially at home—Waterloo, High street.

Did ever you hear any passenger menace,
To extinguish our Brother Conductor tJoe
Jenness?

If they haven't a ticket he'll make them pay,
The ten cents extra for that is his way.

And now comes the fellow who made it his
choice,

To visit the falls—I mean T. M. Joyce.

And Train Master Keepsers the punch has dis-
carded,]

And Jacks up the boys for rules, disregarded.

Just here I will tell you the very last news,
Brother Oscar D. Mumma I fear we will loose;
And J. H. McCabe has thought for the best,
To leave us awhile and visit the west.

Though living so near in a neighboring town,
Our Brother Morrison seldom comes down;
But we often see "Jemima May,"
For he lives here and expects to stay.

There's a modest and bashful young man in
our midst

By name Judd Mandeville, who could not
resist

To take to the woods, for 'tis leap year you
know,

Should a lady propose he might have to say
"No."

Frank Mortimer has sought for the health that
it brings,

The water which flows from the healing Hot
Springs,

And one of our members, a passenger man,
When he hands you his card reads T. J.
Quinlan.

Well now twinkle, twinkle, Charley Starr,
We never wonder what you are;
For well we know what e'er you do,
We can depend on your being true blue.

And next to Starr comes Henry Searles,
Who was once quite a baeu among the girls;
But now since he is married and settled down,
He's as quiet as any circus clown.

J. M. Usher and Travis they flit about so,
'Tis hard to predict where yet they may go;
And Dan Williams, too, just now is inclined,
While enjoying himself, employment to find.

In the year 1890 this Division consented
To care for a "Ward," and it has not repented;
For a good man he is—in him there's no strife,
Do you know who informed me? I'll tell you—
his wife.

Our last new member is J. F. Whelan;
I haven't found out yet what is his failin',
And next to come in and ride the goat,
Mr. H. D. Lewis will take off his coat.

And now to you Brothers a word of advice,
To all who may need it a generous slice;
Remember a fine you must surely pay,
If from our meeting you stay away.

One word more and I'm done—may the bless-
ings of Heaven descend on each member of
Division 67.

MRS. G. O. MILLER.

Sisters of the O. R. C.

Well, well; this is a queer world. Just a few months ago I sent a letter to the RAILWAY CONDUCTOR that I thought would liven things up a little, and arouse some one to an answer. But deathless silence reigns. Why is it that none of our esteemed sisters ever venture beyond a New Years ball or some social event of their's or their husband's lodge? I said none. I'll take that back, for some dear sisters have tried to coax the others into a fair discussion of other things, but failed just as miserably as I did on the labor question.

You seldom find two persons that fully agree on any subject, therefore it is only reasonable to exchange ideas and opinions with those who differ from us, also with those who partially agree with us. It is a downright shame the difference in the wages paid the men in our free and equal states, "united." I some times almost wish I were a section man. I'd see what I could do towards making out a new schedule (or something like it) to better the wages of section men, or a wood sawyer, I'd make folks pay enough for their wood so that the one they hired to do it could keep soul and body together. What would be the effect if we could stop the foreign immigration and educate our boys and girls so that they were able to fill any position? Why just this; men would not don plain jeans and slouch hat and pave streets in the boiling sun or cutting sleet for a mere song, a dollar or even less a day. Girls in order to be persuaded to do kitchen work would also have to be insured the respect that is due a woman as much in one vocation as an other.

We hear so much about the responsibility of engineer and conductor. How about the responsibility of the section man? Just a little carelessness in selecting ties, just the lack of one spike, the neglect of a weak rail and what results? Did you ever stop to think that your life depended on the men that stood with picks, sledges, shovels and hand car at the side of the track as you whizzed by, just as much as on the well, although not too well, paid engineer and conductor of the train? The time is coming when a man will be none the less a man among his fellow men because of any useful occupation he may hold.

Paul said to one of his churches that "they were a body fitly joined together, and that one part could not say of the other part that it had no need of it."

And also said on "those parts of little honor most honor was bestowed." Oh, there is a change coming. It is well to build monuments to Grant, Garfield, Lincoln, Washington and all those, but like all great men they have already builded un-

dying monuments in the hearts of the people. Not more undying and grand than many a plain, hard-working man has builded in the hearts of those who knew them and whose loving, self-sacrificing acts shall grow into great widening circles, as the pebble thrown into the stream creates, circle after circle, each wider than the preceding ones.

There are always the two things, cause and effect, and often we exalt the effect, while the real cause goes unnoticed or unknown. There is something wrong when our reporters find it more profitable to tell of incidents in the often worthless lives of the financially successful in life, while thousands of worthy, yea grand men and women, are bravely meeting the foes of adversity by hard labor, while their souls almost die within them for the want of the nourishment crave. Perhaps, our best poets have never written a verse, our greatest artists never been able to hold a brush. Our noblest preachers had to live their unspoken sermons only too fully. What we need is equalized labor, equalized pay. So that we may each be able to follow the inclinations of our own true natures, by not having to drudge from morning till night, and some then starving the body as well as the soul.

Yours truly,

INTERESTED.

Our Sons and Daughters.

Wynken, Blynken and Nod.

Wynken, Blynken and Nod one night

Sailed off in a wooden shoe—

Sailed on a river of misty light

Into a sea of dew.

"Oh! Where are you going and what do you wish?"

The old Moon asked of the three.

"We've come to fish for the herring-fish

That live in this beautiful sea!

Nets of silver and gold have we,"

Said Wynken, Blynken and Nod.

The old men laughed and sang a song,

As they rocked in the wooden shoe,

And the wind that sped them all night long

Ruffled the waves of dew.

The little stars were the herring-fish

That lived in the beautiful sea,

"Now cast your nets wherever you wish,

But never a-feard are we;"

Thus sang the stars to the fishermen three

Wynken, Blynken and Nod.

All night long their nets they threw
For the fish in the twinkling foam;
Then down from the sky came the wooden shoe,
Bringing the fishermen home.

'T was all so pretty, a sail, it seemed
As if it could not be,
And some folks thought 't was a dream they
dreamed.

Of sailing that beautiful sea—
But I shall name you the fishermen three,
Wynken, Blynken and Nod.

Wynken and Blynken are two little eyes,
And Nod is a little head,
And the wooden shoe that sailed the skies
Is a wee one's trundle bed.

So close your eyes while mother sings,
Of wonderful sights that be;
And you shall see the beautiful things
As you rock on the misty sea,
Where the old shoe rocked the fishermen
three—
Wynken, Blynken and Nod.—*Ethelbert Nevin.*

Which One Was Kept.

There were two little kittens, a black and a gray.
And grandmama said with a frown
"It never will c'o to keep them both,
The black one we'd better drown.

"Don't cry, my dear" to tiny Bess,
"One kitten's enough to keep;
Now run to nurse, for 'tis growing late
And time you were fast asleep."

The morrow dawned, and rosy and sweet
Came little Bess from her nap;
The nurse said, go into mamma's room,
And look in grandma's lap."

"Come here," said grandmama, with a smile
From the rocking-chair where she sat;
"God has sent you two little sisters,
Now, what do you think of that?"

Bess looked at their babies a moment,
With their wee heads, yellow and brown,
And then to grandmama soberly said,
"Which one are you going to drown?"

Sunshine.

Well, little prattlers, Kitty, Maud, Ned and Will, and all the other dear prattlers, do you want to hear about sunshine. Oh, you say I know all about that, the sun shines nearly every day. So it does, but do you believe it, the sunshine I mean, comes every day. One of her names is Jennie, but the folks at home all call her Sunshine. Let me see, how old did you say you were? Jennie is only 4, but such a busy,

happy little body she is. She waters the plants for mamma and helps "set the table," brings papa his slippers when he comes home at night, and when there does not seem to be anything for her to do, she takes her dolly and sitting down in her little rocking-chair sings "Oh I am a little sun beam, shining all the day, bringing wealth and gladness with every tiny ray." And papa looks up from his paper and says, yes, indeed, you are a sunbeam, you are more than that, you are papa's sunshine. Jennie has to give him a big hug then, and looks around for something else to do for somebody.—*The Gleaner.*

A Quarrel.

There's a knowing little proverb,
From the sunny land of Spain;
But in Northland, as in Southland,
Is its meaning clear and plain.
Lock it up within your heart;
Neither lose nor lend it—
Two it takes to make a quarrel;
One can always end it.

Try it well in every way,
Still you'll find it true,
In a fight without a foe,
Pray what could you do?
If the wrath is yours alone,
Soon you will expend it—
Two it takes to make a quarrel;
One can always end it.

Let's suppose that both are wroth,
And the strife begun,
If one voice shall cry for "Peace,"
Soon it will be done;
If but one shall span the breach,
He will quickly mend it—
Two it takes to make a quarrel;
One can always end it.

—*Selected.*

Here is a letter written to some little sons and daughters of the O. R. C. in Iowa. It is from their auntie way out in the northern part of Michigan. She says: "Our Bessie is three years old, can spell forty-two words, twenty of them words of four letters and one of them five, the rest three, and knows about half of the alphabet. Now let me tell you of her pets: first is a very big black dog she calls Bowser; she never goes out but that he is with her; then her big kitty. But her other pets are funnier than anything else, they are two little bears about a month old; one is jet black and the other has a brown face. The black one she calls Jumbo and the brown faced one, Mrs. Brown. She puts them into her little sled and draws them all over the house and sits and rocks them for an hour at a time, holding them tightly in her little fat arms."

This is true for I know the auntie that wrote the letter and if the little sons and daughters keep watch they may hear something interesting about the bears when they are older and too large for Bessie to rock.

The Seal's Crystal Palace.

Once it happened that one of the polar icebergs was so ingeniously shaped by the warm waves that, when it snapped in the middle and fell over on its side, one portion of it rose with the honey-combed part toward the water thus making the iceberg an ice palace filled with many a crystal grotto which, rising story upon story, stage upon stage, converted the translucent mountain into a floating crystal palace with transparent walls.

It would have been a pity if such a gorgeous palace had passed away, with never an inhabitant to profit by its existence, and so it was fortunate that it was discovered by a troop of seals migrating southward.

The seals might just as well have swarmed over the outside of the iceberg, as they had often done in previous cases; but possibly they recognize the advantages of having a roof over their heads, and consequently dived down and came up inside of the crystal palace. Anyhow, whatever the reasons, that is what they did.

By hundreds and by thousands they clambered up the irregular inner walls, occupying the grottoes and ledges till the palace was crowded to its full capacity with the noisy, active creatures.

They might easily have been uncomfortable in their splendid palace had not accident come to their relief. The warm air from their bodies and their warm breath rose to the top of the iceberg and fortunately found thin spots in the roof and melted holes, so that places of escape for the bad air were made.

Of course this air, being warm, no sooner reached the colder atmosphere outside than it condensed like steam and rose, a white column, above the palace, looking very much like smoke.

Indeed, a sailing vessel passing that way thought it was smoke, and the captain changed his course to go nearer the iceberg, hoping to save the lives of some shipwrecked sailors, who, he supposed, had built a fire on the berg.

Fancy your own astonishment at coming upon a crystal palace in mid-ocean, inhabited by thousands of seals, and you may then understand how the captain and his crew felt when, looking through the clear walls of the stately structure, they saw the countless animals in conscious security playing or sleeping in the fairy-like chambers.

The captain bewailed his lot that there were twenty thousand dollars' worth of sealskins in sight, but out of reach!

It was disappointment for the captain, but it was tolerably comfortable for the seals, who take more interest in sealskins when they wear them

than when human beings make coats of them.—
John R. Coryell, in March St. Nicholas.

"Dare to do right, dare to be true,
You have a work that no other can do,
Do it so bravely, so kindly, so well,
Angels will hasten the story to tell."

Just now the clear voices of two dear little girls rang out with the sweet words of "Dare to do right," and the meaning of them went home to my soul most forcibly. Just think dear reader, little or big, what a heaven we could have in each home, town, and even the whole world, if each one would dare to do right. "Dare" that means do it though beset by foes on every side, it may be the ridicule of some esteemed friend, it may mean the giving up of something very dear to us, or perhaps harder still, daring to conquer one's own selfish and sometimes hurtful desires.

Then the next line, "You have a work that no other can do." If you leave something undone that you ought to do and some one else does it, they make the work theirs by doing it and you have only the lost opportunity left, which means a great deal sometimes, we may never know how much. This is perhaps too old for the little sons and daughters, but perhaps one of the big ones or mama or papa will explain it to them. How sweet the thought of doing our duties so well, so bravely, that angels might hasten to spread the news of our conquest and victory.

Winnie.

Winnie is not pretty, nor quick-witted; she has none of the special beauties of person which school girls think so invaluable, such as curling hair and pink tipped fingers. She cannot sing operatic arias, nor speak a word of French or Italian; she never says witty piquant things to be remembered and quoted in the family.

She is, in a word, a thoroughly commonplace stout, homely child of fifteen years, who, if a passing stranger saw her in a group of girls, would be the last to attract his notice.

But Winnie has certain habits for which we wish to introduce her to the girl readers of the *Companion*. She has a low voice with a laugh in it; she sings scraps of songs at her work, as if the place given to her in the world by the good God was the most fitting and dearest to her.

She has a habit, too, of making herself felt in various little unexpected, but extremely delightful ways.

Bob, her brother, who finds every penny of his scanty salary as a clerk, count in buying his plain clothes, finds a pretty necktie made out of scraps

on his bed some morning, and says, "Winny!" to himself, with a nod and pleased smile.

Her tired mother feels the baby drawn out of her arms after she has carried it all day, and lies down for an hour's rest, sure that it is safe with her careful, tender little girl.

Her father's cup of chocolate is always ready when he comes in late from the store, and his paper cut and folded by it.

Ann, the girl of all work, coming down to make the breakfast ready on a busy day, has more than once been astonished to find the pan of biscuit ready to go in the oven, and the table laid. She went about her work happy and good humored for days after these surprises.

"It wasn't just the biscuits," she said. "It was the bein' thought of."

Winny is not a girl to carry away prizes at school. But she studies long and carefully, and when her father goes to the examination on closing day, he looks with pride and triumph at a homely, happy little girl in the middle of the class who is "honorably mentioned."

It does not need beauty, nor genius, nor money, girls, to insure you honorable, loving mention in the world. It requires only the unselfish heart and helpful deeds which make Winny the centre of her home.

No curling ringlets, no bright smile, no fine dress will give you such charm in the eyes about you as the habit of thinking of them and their happiness.—*Youth's Companion*.

His Mother's Boy.

A mother once owned just a common place boy,
A shock-headed boy,
A freckle-faced boy,
But thought he was handsome and said so with joy;

For mothers are funny you know.

Quite so—

About their son's beauty, you know.

His nose, one could see, was not Grecian, but pug,

And turned up quite snug,

Like the nose of a jug;

But she said it was "piquant" and gave him a hug;

For mothers are funny you know,

Quite so—

About their son's beauty, you know.

His eyes were quite small and he blinked in the sun;

But she said it was done

As a mere piece of fun

And gave an expression of wit to her son;

For mothers are funny you know,

Quite so—

About their son's beauty you know.

The carrotty love-locks that covered his head
She never called red,

But auburn instead.

"The color the old Masters painted," she said;

For mothers are funny, you know,

Quite so—

About their son's beauty, you know.

Now, boys, when your mothers talk so, let it pass;

Don't look in the glass,

Like a vain, silly lass,

But go tend the baby, pick chips, weed the grass;

Be as good as you're pretty, you know,

Quite so—

As good as you're pretty, you know.

—Ellen V. Talbot in *St. Nicholas*.

How The Tax Was Paid.

AND WHY JOHNNIE BROWN'S MOTHER THINKS HER BOY WILL MAKE A MAN.

The Browns were rather poor. They lived in their own small house, but you will guess that it was not much of a place when I tell you that the tax on it was just \$2. Widow Brown lived by washing for her richer neighbors, and supported her two children, Johnnie and Daisy.

Last year Johnnie, being past ten years old, and a strong boy, undertook to pay the tax himself. The bill came in November, and was due about the middle of December. Johnnie had been saving every penny he could earn, and had already eighty-seven cents put away in a tiny old pewter pitcher on the high shelf of the cupboard. He had, moreover, a job on hand that was likely to last long enough to make us the whole sum. Deacon DeWitt's old storehouse had been pulled down, and was to be rebuilt on the opposite side of the road, and there was a great pile of bricks to be moved over; and Johnnie was moving them in his own little cart. Back and forth, back and forth he went in the morning before school hours, and after school was out at night, his wooden wheels creaking under their load, the pile of bricks steadily grow less on one side of the road and larger on the other, and the pile of nickels and pennies as steadily increasing.

There were two mornings in each week that Johnnie could not work; the days that his mother was away at her washing he must stay at home and take care of little Daisy. So he had but four working days in each week.

The mornings grew shorter and colder. December came in, and the air was frosty to Johnnie's nose when he put it out of the door before the sun was up, and the bricks were frosty to his fingers, and they wore out his mittens so fast that there was nearly always a hole in them, and Johnnie's ardor began to cool, and he cuddled down under the blankets for one more little "snooze" so many mornings that it began to be doubtful about the tax money being ready in time. Every night he worked as late as his mother allowed him to stay out, and went in resolved to be up and at it early next morning; and the next morning his ardor was as cool as the weather, and he couldn't seem to get it rekindled until the sun was well up.

"What shall I do to make myself get up the minute I wake? Ma, I wish you would make me," he often would say.

And the wise little mother as often replied: "You'll never be a man unless you make yourself do the right things, my Johnnie! I'm not going to pull you out of bed mornings and you past 10, and the only man about the house."

And then Johnnie would beat his knees with his fists and say, "I will get up."

And perhaps the next morning he would, but after that fell into the old way again. And the days went by steadily, and the money wasn't accumulating fast enough.

"I guess you won't manage to get it all, Johnnie," said his mother one evening. "I shall have to save a quarter or so to make it up."

And Johnnie rather felt or heard in the words a shade of disrespect for the "only man about the house."

"How many days are there left before tax day?" he asked.

"Only six that you can work," replied his mother.

"Only six," repeated Johnnie. "Only six! I didn't think it was quite so near. Why won't you let me stay out longer nights, ma?"

"You do stay out as long as you can see, I don't think it best for you to be out after dark. You may get up in the morning as early as you choose, but evenings you must be in the house."

Johnnie went to bed that night in rather low spirits. He feared his best efforts would not now make up for those lost morning hours. He waked very early next morning and jumped out of bed without a minutes delay. He was half dressed before he discovered that it was not daylight that shone in at his little window up under the roof, but the light of the old moon just rising in the east.

"I don't care! Ma says I may get up as early as I choose, and if I get those two dollars ready I've got to get up terribly early! I'm going to work if 'tis only moonlight," he said.

The clock struck 5 as he came down into the

kitchen and felt for his boots behind the stove. He found cap and mittens and crept softly out.

"The old moon doesn't give a very big light," he muttered between his chattering teeth, "but I guess I can see to move bricks."

He ran round the De Witt corner with his little cart creaking behind him and fell to work so vigorously that he was soon warm enough.

When the deacon came and counted the tiers of bricks that night, his eyes twinkled as he picked out the nickels from his purse, and said: "I guess you didn't lie abed this morning, sonny?"

And Johnnie, laughingly answered: "No, sir!" and ran home and dropped his money into the pewter pitcher with a triumphant clink.

Six mornings saw Johnnie at work "terrible early" as he had said, and the evening before tax-day he poured out and counted his earnings and they amounted to two dollars and one cent. The next day he went and paid his tax like a man. He brought the receipt and laid it on his mother's lap, and he knew by the glow on her cheek and the light in her eye, that she was pleased and proud, though she only said: "You'll make a man, my Johnnie!"—Joy Allison in *Youth's Companion*.

PARSONS, Kansas, March 28, 1892.

Editor Railway Conductor:

Parsons Division, 161 is located at this point and were it not for the space which its name and location occupy in the CONDUCTOR'S Directory, I am afraid that the majority of its sister divisions would never know of its existence, as nothing is ever seen in the fraternal department of THE CONDUCTOR.

We have not a correspondent in Division 161, and I guess there will be no harm done when I write this, and you will know we are here.

We have a membership of 56 members, and, although some of them are a little rusty in the "work" and will occasionally have to go to the C. C. for the A. P. W., you will find them to be made of the right material.

Our officers for the present year are: C. C., W. K. Maxwell; A. C. C., Ed Lord; S. and T., H. E. Brown; S. C., H. T. Hardy; J. C., E. L. Green; I. S., A. T. Laney; O. S., W. W. Chapman; Division Committee, G. W. Curtis, J. W. Smith and J. C. McCurry.

Do not think we made a mistake in our election of the present officers.

Our Division is in a flourishing condition and we intend to keep it so.

Business is on the increase and in a short time we will have all the traffic that we can handle.

In conclusion let me say that the latch string of Division 161 hangs on the outside and we will be glad to have any brothers with us on any Thursday night.

Yours in P. F.,

DIDO.



SOUR LAKE, Texas, March 23, 1892.

Editor Railway Conductor:

I write you this letter to advise you of certain conditions that exist in Texas. You are aware that at this time a very bitter campaign is being carried on, Gov. Hogg on the one side and Judge Clark on the other, Gov. Hogg representing the laboring classes and Judge Clark the railroad companies and the trusts and combines. The feeling is most bitter and the feeling is growing more bitter every day, and to complicate matters, a certain few of the Order of Railway Conductors are going over the state trying to get the O. R. C. divisions to endorse Judge Clark for governor, and in some instances have done it, and most prominent among them is Ft. Worth. Now, to my mind, this is a fatal error on our part, as railroad men. It is simply the railroad companies using the employés to advance the employer's interest, and it is arraying the farmers and the trades unions of Texas and the whole country against us. A very unfortunate thing. We want to be in friendship with the world of labor, and if we cannot be the power or the majority, we must strive to be the balance of power, and if not any of the above named, then in God's name let us look to our own interests and cultivate friendly relations with the world, and especially with the laboring world. We, sirs, want to ask for a little legislation for the advancement and the betterment of our condition, and can we expect to succeed if we array the laboring classes against ourselves? Surely not. We want to do justice to others, if we expect to get justice when we ask it of all men in the world that to be in a position to do justice to the laboring world, and to the world of capital and to the railroad companies. It is the railroad employés of America. The railroad companies will not do one thing more for their men, nor would they aid them, their employés, in procuring legislation, if they thought for a moment it would result in the companies losing one cent or they would be called upon to advance their men's wages. So it is all important that we make friends and not enemies. Let us be conserv-

ative and above all things, let us be just to all mankind and true to ourselves.

I think that a pre-emptory order should be issued by the Grand Division against any local division endorsing any outside person or persons for any political position. A party came to Houston, Texas, and tried to get Division No. 7 to endorse Judge Clark, but the C. C., Brother J. E. Archer, who is a man of iron will and great nerve, promptly sat down on the aforesaid party, and this resolution, and the division at once refused to endorse Judge Clark or any one else, and will not endorse even one of its own members unless he is in the right. We must be watchful and ever ready and willing to do right and to rebuke wrong. I hope that our Brothers in Texas will cut loose from all outside influence of either side to be ready at any and all times to use proper influence to protect their companies from wrong and to be equally ready to prevent their companies doing a wrong to themselves or the public. In plain words, we must at all times and under all circumstances be just.

Yours in P. F.,

BELL-CORD.

SEDALIA, Mo., March 13, 1892.

Editor Railway Conductor:

Having been asked repeatedly to drop a line to the journal respecting our Sedalia folks, I have finally concluded to send you a short article. The members of the Order in our city are prosperous. Business on the M. P. R'y never was better. The M. K. T. R'y is doing a steady business. Brother Frank Mead has resigned from the M. K. T. (Parson's Sec.) to accept the agency of the 'Employés Insurance Fund.' He will make a success. Brother C. A. Stewart is holding himself very proud on account of a new girl at home. The "Irish Corporal," Brother Hogan, is running the north end local from Moberly to Hannibal. Brother "String" Barnes and Mike Garvin on the locals—Moberly to Sedalia. Bro. Bertche is running extra passenger on the M. K. T. R'y. Brother John Wrightman on the south

end. However, John finds time to work the shells. Brother Jake Hukills and Chas. Hall are keeping the south end of the M. K. T. in first class shape, although there was some talk of a separation between the two account of "Ink."

Brother Al Mash is the division superintendent of the M. P. R'y at this point, and the manner in which he handled the largest business in the history of the road, adds one more victory to the promotion of conductor for official position. His record of eighteen months as division superintendent can well be cited too, by the management of that road. As well can we say of W. B. Lyons, division superintendent of the M. K. T. R'y at this point. It speaks well for the conductors and should be admired by all the fraternity. Brother Geo. Ferrell, passenger conductor of the M. K. T. R'y south, was married recently to a very estimable young lady of this city. Brother V. P. Hart is once more out among his friends, and we trust that he will be strictly in it at the coming election. Brother Lafferty is confined to his home on account of a severe sprained ankle. All classes of the railroad organizations seem to be working in harmony with each other in Sedalia.

SEDALIA.

ST. JOSEPH, Mo., March 18, 1892.

Editor Railway Conductor:

St. Joseph Division 141 has been so busy formulating new schedules of pay and agreements with the different railway companies entering St. Joe, that our correspondent has not had time to look after anything else. To show how we are growing, a year ago there was only three members on the St. Joe & Grand Island. Now of the twenty-three conductors there are only three who have not come to the front. The Brothers on this line have as fair and just a schedule as any small system in the country, and have the article of promotion worded in such a manner, that there is no such a word as seniority or I am the oldest man, but ability and intellect, and when two brakemen are promoted, one conductor to be appointed, they have the standard pay 3 cents per mile; overtime at 30 cents per hour after 12 hours and forty-five minutes, the minimum of any run to be one hundred miles. They have in Mr. E. B. McNeil and A. M. Morey, general superintendent and superintendent, two as nice men as ever handled men. So they are all working with a will to try and have every thing satisfactory as possible for both sides. The conductors on the K. C., St. J. & C. B. or Burlington, are steadily falling in line—take in from one to two at every meeting. Any Brother visiting St. Joe can always find our humble servant and sec-

retary, I. E. Kimball, at 714 Felix street, who has a neat and cozy billiard hall and cigar store. Brother Kimball had his right leg amputated, resulting from an accident on the St. Joe & Grand Island. Our grand old man and chief conductor, L. F. Eib, is night yard master at the union depot, and is heart and soul with the Order. Brothers J. M. Riley and H. N. Peck are running on freight on the C. St. P. & K. C., between here and K. C. Here is a piece of track where it takes a man with a brain and a man of good judgment, and a manager to run a train, as he has to use seven different time tables all having different rules and rights, but the two men above fill the place to perfection. Brother Will Furniss has a never ceasing smile, caused by a brand new daughter. Ed. Foote is now a man, he has quit smoking cigarettes. Lon Prentice looks bad, he only weighs 300 pounds and still growing.

Yours truly in P. F.,

DAWSON.

HELENA, MONTANA, March 20, 1892.

Editor Railway Conductor:

I am surprised that we do not see more communications from the brothers on the line of the Northern Pacific railway. The boys in the other parts of the world will think that we have traveled to that undiscovered country from which few railroad men ever return. The correspondents cannot excuse themselves upon the plea of no time, as the brothers having regular runs upon the fast time freights, 53 and 54, have plenty of time during their lay over days. I understand that a well known stock man from the Judith Basin country shipped two car loads of brood mares from Livingstone the other day, and before he arrived at Glendive, he had to procure another car to load his increase into. The time upon No. 54, "the time freight," being but thirty-two hours between Livingstone and Glendive, it goes to prove that this is the finest stock raising country in the world, and also goes to prove that the N.P. is out of sight.

Our track and management are all that can be desired, and what is better still the stock men appreciate their efforts in handling stock in a safe manner, the management have put on fast east bound freights, and some of the runs made thereon would make some of the older roads in the east hide their heads in shame, to think that the western eagle eyes are flying over the road so rapidly. Some of the runs made on these freights are phenomenal, but as we have no exact figures, I will not cite any particular case. We also have the best equipped passenger service in the west, and as the management contemplates shortening

the time between St. Paul and Portland some twenty-five minutes, the other western roads will not be in it.

I hope this short letter will stir some of the boys up and let us hear what is going on all along the line. Yours in P. F.,

J. E. CAVANAGH,
Conductor N. P. R. R., Helena, Montana.

CONNEAUT, March 20, 1892.

Editor Railway Conductor:

The annual meeting of the Division No. 145, for the election of officers for the ensuing year was held December 20th, at our lodge room, which resulted as follows:

H. D. Haight, C. C.; Joe Hare, A. C. C.; W. E. Bender, S. & T.; P. O. Moore, S. C.; J. A. Clark, J. C.; J. W. Cantlin, I. S.; J. J. Dennie, O. S.

The division is flourishing admirably, and with Brother Haight, that tireless worker for the Order as chief conductor, we expect to stand second to none. It is indeed pleasing to note that our division has taken new life, and every shoulder is now to the wheel for the purpose of making Division 145 a credit to the Order. We added three new members to our list last meeting, and have two applications to work on.

Our eighth annual ball, held February 23d, was a grand success.

Brother M. Hickey, Division 136, of Huntington, W. Va., while in the discharge of his duty, fell from the top of his train losing his right leg above the knee. The Brother is getting along as well as can be expected.

Mr. Editor, before I close, Division 145 wants to congratulate the grand officers in their good judgment in consolidation of the B. of R. C. and O. R. C.

Yours in P. F.,

HUMPY.

BALTIMORE, Md., April 22, 1892.

Editor Railway Conductor:

I suppose members of every division in the order carefully peruse THE CONDUCTOR every month to find something from their correspondents and as I am always ready to please the boys as far as I can, I will endeavor to say a few words for No. 5. I can only repeat the good old story of prosperity in our division. We are still taking in new members at every meeting.

At our regular meeting, on April 19th, we had five new candidates. One of them is an old time conductor, Will Knochen, known among the boys as the great joker.

There seems to be quite a mania with our brothers to miss their trains. We have two

brothers who live in Anne Arundel county, about twenty miles from Baltimore. They run alternately the Cincinnati limited, due here 3:15 p. m. daily and leave at 4:15 p. m., dead heading home, and to our surprise one of our country brothers, the first letter of his name is John Amos Ward, missed his train for home one day last week and he has never explained how he came to meet with this mistake.

We have other brothers who live in the country. Our past chief conductor lives a short distance from the city. He never misses a train, but some times he fails to put in his appearance at the divion room on meeting nights, and we do not understand why our past chief should not attend the meetings regular as he is home every night.

Brother Ike Brownly has been confined to his bed for three weeks with inflammatory rheumatism, but we are glad to see him on his train again.

Brother Amos Wilson has not been able to run his train for several days. We hope to see him on his train again soon.

Brother Thos. Henrix made a flying visit to St. Louis last week, and reports having a good time.

Brother George Summers has gone to Chicago to spend his ten days vacation. J. E. Gary is punching tickets in his place.

We had several members of 234 to visit us at our last regular meeting. Among them was our old time friend, Thomas Darby.

I suppose you have heard of the Great Royal Blue line trains running between New York and Washington City, via. B. & O., P. & R. and C. R. R. of N. J. These trains are superb in every particular, and are the finest equipped railway trains in America. There are seven conductors running these trains between Philadelphia and Washington City over the B. & O.

The regulation uniform on our system for conductors is a cutaway frock coat, but we learn the Royal Blue line conductors are to have the Prince Albert coat. They are all a dignified set of looking fellows, and when they adorn themselves in the new regulation they will look out of sight.

Yours in P. F.,

L.

SHARPSVILLE, Mercer Co., Pa., March 19, '92.

Editor Railway Conductor:

I received at your hands a "marked" copy of THE CONDUCTOR containing an article headed "Not a Mistake." You say THE CONDUCTOR has made no direct charges that Mr. Brice is responsible for the state of affairs at Briceville, etc., Tennessee. It seem to me that you should have assured yourself beyond the shadow of a doubt

such was the case, before you permitted the columns of our magazine to be used to asperse the character of any man, be he a prominent politician or humble individual, it is too much the habit of so-called labor papers, to practice the tactics of the Irishman at Donnebrook fair: "Wherever you see a head hit it." We are not in a position to tear down the character of men high in the confidence of a portion of the people. We are asking justice for ourselves and should be very careful how we do injustice to others, whether high or low in station.

I cannot say how much or how little money, Calvin S. Brice has invested in the coal mines of Tennessee, without his permission to do so, and I have not enough of the interviewer's cheek to put the question to him directly; but I do know, and am free to say, that he has not enough invested there to give him even a little bit to say, about their management, and I repeat publicly what I said to you in my personal letter, that Calvin S. Brice is a large hearted, generous and just man of affairs. My personal letter to you was not so much a vindication of Mr. Brice as it was intended as a friendly hint to steer *our Magazine* clear of the shoals and quicksands of partisan politics; to quote you: "I am as much of a partisan as it is healthy for one man to be," yet I do not and will not suffer my bias in politics to blind me to the personal qualities of any man, and concede to all men the privilege I exact for myself, i. e., the right to enjoy my opinions without let or hindrance from others, and I am now and for all time opposed to having our magazine used as a vehicle to carry the private grievance or political opinions of even the editor. We are of many creeds, sects and political affiliations, and just so soon as our magazine is used to air the *isms* of any one of them, just so soon has the wedge been entered that will eventually split the organization from bark to heart. Our magazine is, or should be, published in the interests of railroad men, first, last and all the time. So much by way of prelude.

I think that our editor knows that the writer entertains the warmest freindship for him personally, and that what I say here is in no sense intended as a reflection on him, but I have seen the demon of malice, worm its slimy way into so many secret organization by the small hole made by political or religious agitation, that I cannot forbear this friendly warning to him as the conductor of our literary train, to "keep on the safe side and take no risks."

It has been my fortune to know Mr. C. S. Brice long and well, in fact I have followed his career with some pride, as his grand-father and my father were the warmest friends, and the

sterling, manly qualities of Pioneer Jesse Viers have descended, unimpaired, to the worthy scion of a worthy race. I knew Cal as a school boy, prompt to resent an injury, quick to atone for a fault, afterward as a struggling young lawyer in a fifth rate Ohio town, again as a contractor in a small way, and with limited resources. Again as the promoter and builder of immense systems of railway lines from which he emerged (after a battle of giants with the Vanderbilt octopus) on top, and since which time he has prospered wonderfully, and deserves it all. Cal. S. Brice is the same unassuming, hard working man that he was when he counted his wealth in dollars. I said he was generous; I know of an instance (many of them in fact) where he aided a society of workmen financially, that had done their best to ruin him, and he knew it. I know of more than one instance where he has stepped into the breach between some of the officials of roads with which he is connected and threw the weight of his influence in favor of the men. He is a "fighter from wayback," but he always hits a man of his size. There probably never lived two men whose personal characteristics and careers were more alike than the late William L. Scott and Calvin S. Brice, both the successful architects of their own fortunes; both generous to a fault, both dispensed their largess through the medium of a third party, and both were, and are, roundly abused, by those who reaped the benefit of their bounty. I venture the assertion fearlessly, that there is not a man working on any of the lines, owned, partly owned or controlled by Calvin S. Brice, who ever met Mr. Brice personally, but will say that he was listened to respectfully, and treated as considerably as if he were a millionaire, and further, that if he goes before Cal. S. Brice for a fight he will be accommodated, that's all.

I want to digress long enough to relate an anecdote of Wm. L. Scott, and I would not tell it, only that it illustrates very strongly a prominent characteristic of Cal. S. Brice's make up: Not many years ago, there was a very poor congregation who were trying to build a church. Like most poor congregations, they depended a good deal on the "Lord will provide" theory, and consequently were heavily in debt. Well, as quite a number of them were railroad men, the writer asked Mr. Scott to make them a donation, stating the circumstances attendant upon the case. Imagine my surprise when I received the following curt note from Mr. Scott:

Mr. ———

Ascertain balance due on church, pay off d—d debt, draw on me and keep your d—d mouth shut.
W. L. SCOTT.

The same brusque generosity is as strongly marked in C. S. Brice.

I hesitated some time about answering your question at all, for I knew it was an unvarying rule with C. S. B. to not answer any newspaper or magazine criticisms, or to permit any other person to do it for him, but at last I concluded to go on my own "schedule" only, regretting that an honest reticence keeps me from telling some of the good deeds of Mr. C. S. Brice, of which I have personal knowledge, for fear that I should be thought to praise him over much, and I will close this article by repeating with all the emphasis of honest conviction, that Cal. S. Brice is one of the largest hearted, most generous and at the same time most just men that this country holds among her honored sons, to-day. I am only an humble worker in the railway service, but I am proud to call Calvin S. Brice my friend.

C. H. PETERS.

PARIS, Tenn, April 6, 1892.

Editor Railway Conductor:

Memphis Division No. 175 is in a prosperous condition with a nice membership, composed of good and true men. All members are very proud of our new officers and know they are men of sterling worth and able to discharge their several duties to the satisfaction of all. A very important promotion has taken place recently on the Memphis line of the L. & N. Ry in the appointment of F. N. Fisher, promoted to master of trains. Mr. Fisher is a young man, well worth such consideration, and the conductors of this line wish for his future, unbounded success. His untiring energy and the manly way in which he handles the line is, indeed, very satisfactory to all concerned. Mr. Fisher is the youngest train master in the United States, being only twenty-four years of age. Success to you Fish.

F. U.

GLASGOW, MONT., March 25, 1892.

Editor Railway Conductor:

At a special meeting of Montana Division No. 272, held at Glasgow, Montana, March 22, 1892, (better late than never) the following officers were elected and installed for the ensuing year:

H. J. Gleason, C. C.; O. P. Brigham, A. C. C.; J. M. Hines, S. and T.; A. Decker, S. C.; J. J. Flanagan, J. C.; J. Lyons, I. C. and G. L. Hayden, O. S. Brother C. L. Hulett (Old War Horse) acted as I. O. There is no doubt but that he is an old hand at the business, judging by the able manner in which he handled the new officers. Please allow me to say this much in regard to the newly elected officers, which I may be safe in saying is the feeling of all members of No. 272:

Brothers Gleason, Brigham and Hines being re-elected, proves that they are the right men in the right place; in fact, they have been the back bone of this division, their work being appreciated by all, especially Brother Hines, our S. and T., too much praise cannot be given him, as a rustler he is par excellence; by his business qualifications and integrity he has won the esteem of all members, and we are to be congratulated in having such a worthy Brother. Brothers Flanagan, Decker, Hayden and Lyons are all 49rs, and are ready and willing at all times to put their shoulders to the wheel and help to make a success of this division. With the present set of officers I think No. 272 will continue to flourish and prosper—not by any means do I mean that the rest of the members do not take an active part, they would be most happy to do so, but they are so stationed that it is almost impossible for them to attend our meetings, quite a number are located on the Pacific extension, as soon as that is completed and they return. I anticipate some rousing meetings, as we have plenty of good material and can make Division No. 272 second none. This division will meet the first and third Sundays in each month, and would be pleased to receive visiting members at all times. Hoping that Montana Division No. 272 will receive no set back, I am

Very truly yours in P. F.,

"GREAT NORTHERN."

JIMULCO, Mexico, April 12, 1892.

Editor Railway Conductor:

We write you a few facts in regard to the way Compannia Limitada Del Ferrocarril Central Mexicano officials use their employes, hoping it may be of some benefit to some brother conductor who may be thinking of going to Mexico in search of employment.

Conductors and brakemen are paid by the month. Conductors are paid \$135, Mexican money, and brakemen \$75, Mexican money, which has no standard value. The runs are all 200 miles and over, keeping men on the road eighteen to twenty-four hours each trip, and as men are paid by the month they are kept on the road the greater part of the time. The men for the first 725 miles south of Paso Del Norte are hired at Paso Del Norte and sent to the different divisions. If a man is discharged he cannot get a pass, and if a conductor carries him without a pass the conductor gets discharged, consequently he has to pay his fare or walk. If a man quits in good standing he gets a pass over the division he is working on and has to pay his fare or walk the balance of the distance. If a conductor unloads

a piece of freight short of destination or carries it beyond its destination he has to pay freight on it, and in many cases gets laid off 10 to 15 days in addition to paying the freight.

Mexican spotters are employed on all divisions, getting almost as good wages as conductors, and are the only passengers allowed to ride on freight trains, being provided with annual passes, good on all trains. Living is very poor. A man with a family is allowed to build a house on company ground, but as soon as he gets discharged or quits the company takes his house for the use of the ground and advertises it for rent. The company has commissary stores at each division and charge four prices for inferior goods, but the employes have to put up with it, as there is no other place to get anything.

As we quit in good standing we got passes as far as Torreon. There we will buy us a couple of burros and if the dispatcher on the Chihuahua division will be kind enough to give us running orders you will hear from us again in the states,

Yours truly in P. F.,

P. W. CONNELL, Helena Div. 243.

S. E. MOREY, Division 294.

BENNETT, Pa., April 1, 1892.

Editor Railway Conductor:

Anchor Line Division 217 is still taking in new members each meeting. Our division is one of the smallest, but we can boast of a good attendance. There are some of the brothers that have never missed a meeting since the division was organized and some have not been very prompt to attend when they could. When business is brisk I know all cannot attend, but as it has been for the past two months I see no reason why all could not get there at least one meeting. Some of the brothers on passenger runs could be more prompt in attendance, I think, if they would. We would like to see some of the brothers from the northern division come to the division room to see if they have changed any. We might meet them and not be able to recognize them. We know it is very inconvenient for them to attend meeting in the way of transportation, but how can you know what is transpiring in the division room if you do not attend the meetings, or what is being done for your good or the good of the order. What was the matter with some of the brothers on the east end that they did not show up in the division room at our last meeting? Brothers, I tell you there is nothing that pleases our C. C. better than to call to order with a good attendance. You will take notice of the pleasant look and smile he wears. It may be on account of him becoming grandpa.

I would call all brother's attention (not only Division 217) to article 13, section 1, of the statutes.

We have a brother in Division 217 who was notified of his suspension for non-payment of his insurance assessments. The brother claims he never received the assessments. Our S. and T. had the matter fixed up with the G. S. and T. in time to save the brother. Another brother now claims that he has not received the last assessments. Now comes the question of who is at fault? There must be some one. The G. S. and T. may have made a mistake or they have been miscarried. I do not want to find fault with our officers for I think we have the best, but I think there should be some way of making a remedy in such cases. If all brothers of Division 217 will remit their insurance assessments to our C. C. he will forward the same to the G. S. and T. in one package. This will save time, expense and trouble.

The action taken by our G. C. C. in issuing the circular in regard to the trouble on the C. P. I think is a just one, and hope every brother has responded. The Order of Railway Conductors is as firm as a rock and cannot be moved, and with our present grand officers we have a sure road to success.

Mr. C. W. Gardner presented Anchor Line Division with 300 very fine time cards for 1892. The brothers of Anchor Line Division can extend their thanks to Mr. Gardner by calling on him in Opera House block, where they will find anything they need in the gent's furnishing line.

Yours truly, in P. F., J. C. H.

ST. JOSEPH, Mo., March 20, 1892.

Editor Railway Conductor:

I have been a member of Division 141 for two years and I have never heard one word from this division in the JOURNAL. We have a red hot division. We started in 1891 with 37 members and on January 1, 1892, we had 71 members, nearly doubling the number. We now have seven petitions, which have been accepted, still to be initiated, and we have initiated 13 since the 1st of January. A very good showing for one year and our division is justly proud of its record. We meet every Sunday at 2 p. m., at Geiwitz hall, corner of Tenth and Olive streets, where we always extend a hearty welcome to any and all visiting brothers.

Our wives have caught the fever and they started an auxiliary here with 22 charter members. I can't see why the ladies cannot have a division of the auxiliary wherever there is a division of the order. It is a good thing for the ladies and also for the conductors. Boom the auxiliary brothers, it will do you good. More at some other time. Yours in P. F.,

I. E. KIMBALL.

O. R. C.

The Order of Railway Conductors gave their second annual ball last night. It was a decided success socially as well as financially. The ball room was most beautifully decorated and reflected great credit upon the good taste and decorating powers of the conductor's wives. The prevailing colors were those of the different signals. On one side of the hall hung a nicely draped picture of the chief conductor, E. E. Clark, on the other were the banners of the order, flags also adorning the walls.

About nine o'clock the orchestra, almost lost from sight by the bank of flowers which surrounded them, struck up a merry piece of music and the grand march, led by Conductor D. S. Campbell and Miss Ella Negley, was engaged in. It was an attractive scene—the conductors each carrying their lights and attired in the usual black, forming a pleasing contrast to the ladies' becoming and daintily colored gowns. The dancers formed into the quadrille and the merriment of the evening began.

Between dances the trainmen cast their votes for the most popular engineer, fireman and brakeman. The prizes to be awarded were a nice new seat to the engineer and a lantern to the brakeman. The vote resulted as follows; Engineer West end, Gus Wayker 1,406 votes, Chas. Bissel 630 votes. Engineer East end, A. T. Hogart 254 votes, Shepard 5 votes. Firemen West end, C. V. Wilson 200 votes. Brakeman, Johnson 51½ votes, Musser 282 votes. Total number of votes cast 2832; cash \$283.20. There were several who had made collections who were not present, which will be turned in to the O. R. C. Division later.

Supper was called at 11:30 and was responded to by 211 guests. Cushman was the caterers.

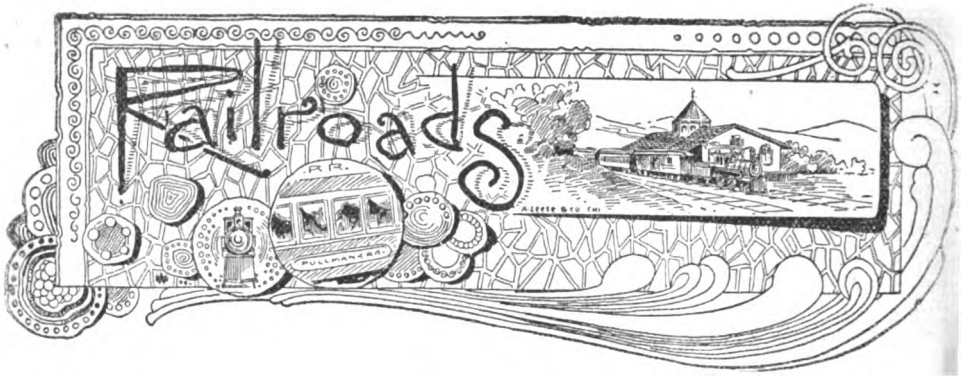
The program consisted of twenty dances and the "Home Sweet Home" waltz was danced at 3 o'clock this morning.

A number of strangers were present, mostly from Charleston, Ill. The committee may well feel proud of their effort as no words but those of praise are uttered in connection with the O. R. C.'s Second Annual Ball,—*Frankfort, Ind., Crescent.*

The Conductor's Ball.

The great ball of the season took place Monday night, when the brethren of the Order of Railway Conductors gave their fourth annual celebration. The whole affair was a grand success, surpassing even the expectations of those who had attended the former balls of this popular order. The committee on decoration had done their duty most thoroughly, the hall presenting a most attractive

and gay appearance. From the center of the proscenium arch was suspended the legend "O. R. C. No. 241, Welcome." In the front of the stage was the caller's stand, draped in the colors of the order, and surmounted with a locomotive bell and bull's eye lanterns, and in front a framed portrait of E. E. Clark, the grand chief of the order, within a large floral horse shoe. Around the gallery front were draperies of red, white and green, pendant from which were numerous lanterns in three favorite colors; at intervals were large framed photographs of locomotives crowned with stands of colors. Across the ceiling were festoons of gay colored bunting tastefully draped, harmonizing charmingly with the surroundings. On either side of the caller's stand were the characters of the two organizations, the Order of Railway Conductors and the Ladies' Auxiliary, each surrounded with masses of flowering plants and brilliant blossoms. At 8:45 Vollrath's Orchestra of eight pieces played the grand march and the great company got ready for the initial number, the column being led by Mr. and Mrs. F. B. DeGarmo. Then followed the regular program, the floor being utilized to its utmost capacity by the merry dancers, who kept the musicians busy until a late hour in the morning. The gallery was filled with interested lookers on who seemed to enjoy the affair as thoroughly as the gay participants underneath. The ball was one of the largest attended and best managed affairs of the kind ever given in this city, it being estimated that nearly a thousand people were in attendance, showing that the response to the fifteen hundred handsome invitations had been very general. The visitors were from St. Louis, Carondelet, Fredricktown, Piedmont, Peach Orchard, Ark., Louisville, Ky., and several other points on the system. The Ladies' Auxiliary No. 13 crowned itself with glory in the satisfactory manner in which they prepared and served the supper, and notwithstanding that the patronage was far beyond their expectations, yet they were equal to the situation and managed to serve all comers without delay. They served the supper in the K. P. Hall, where they had tables with covers for 150 guests; these tables were filled four times. This gives some idea of the amount of work done by the ladies, and we are glad to hear nothing but words of highest praise for their endeavors, and they are certainly to be congratulated upon the grand success they achieved. To the several committees who labored so earnestly and faithfully in the great undertaking, not only the members of the order, but also our citizens generally, are under many obligations for the success of the affair, as the efforts for the comfort and enjoyment of the visitors, has reflected honor upon De Soto and given her a good name abroad. Financially we are pleased to state, the affair was also a success, and quite a handsome sum was realized.—*De Soto, Mo., Facts.*



Shall Iowa Authorize Murder?

The effrontery of the railroad corporations in asking the general assembly to authorize the continued murder of railway employes in this state until the beginning of the Twentieth century is equaled only by the servility of the state senate in passing the bill. It is to be hoped that the house will not be a party to such wickedness.

We do not put the case too strongly. The Kent bill authorizes the unnecessary killing of scores and the wanton crippling of hundreds of the brave boys who man the railroad trains of Iowa. By expending money for improved appliances, this slaughter can be averted. The railroads are making enormous dividends out of the uniform rates established by Iowa law and can afford to purchase the safety couplers, automatic brakes, etc. To delay the purchase of the appliances in order to save money is to kill and cripple men in order to save money. It is murder. And to authorize the postponement of this duty till the year 1900 is to authorize five years of almost daily murder.

The statistics gathered by the railroad commission on this subject are startling. Since 1878, there have been 186 men killed and 1,784 maimed in Iowa in coupling cars alone. Nearly all of these men would be alive and whole to-day, had the railroads loved their lives as much as they love money.

The state of Iowa should take no backward step on this subject. Everywhere, public sentiment is demanding that the slaughter be stopped. Many railroads are doing it voluntarily; others, with selfish stockholders or hard-hearted managers, are deliberately delaying the changes which humanity dictates. State and national laws are needed so that all alike may be required to do what is right in the premises.

There are now in use in this country 1,200,000 freight cars, of which 200,000 are equipped with automatic couplers of various kinds of master car builders' type, and about 50,000 of other types. Of the 27,000 locomotive engines, 17,000 are equipped with driving wheel brakes. About 100,000 freight cars are equipped with Westinghouse train brakes, and some 15,000 with other types. Iowa should not lag behind in this race of humane progress.

The whole country is being aroused to the fearful wickedness of permitting the killing and wounding of faithful young men at the frightful

rate now prevalent. In 1889, 300 men were killed and 6,767 injured while coupling and uncoupling cars; in 1890, the killed numbered 369 and the injured 7,841. In 1889, 493 men were killed by falling from cars and 2,011 injured; in 1890, 547 were killed and 2,348 injured in that way. All of this, or nearly all, occurred from the deliberate choice of luxurious magnates who live in princely style on the money, part of which would save the lives and limbs of priceless men and boys.

Iowa cannot afford to place a money value on human life and sell it to the corporations. The house of representatives should promptly defeat the Kent bill. It is unworthy in whatever aspect it is considered.—*Des Moines News*.

Following is a copy of a letter received from a passenger on the C.R.I. & P. railway, from Prairie View to Clay Center, Kansas, and who claimed that his ticket was taken up by the first conductor, thus leaving him no transportation for the second conductor.

ATHETSTONE, P. O. KAN.

TRAINMASTER, R. I. L.—I send this ticket and the apology of a d—n fool farmer, too green to travel and then silly enough to let other people know it. It is a wonder that some of the hungry western herds did not pull me through the car windows while riding on the B. & M. from Long Island to Oberlin. My daughter will see that the ticket is enclosed and sent; found it in my pocket book safe from train robbers. I do not do this expecting that it is of any consequence, but as evidence that I was right when I stated that there were d—n fool farmers and this ticket is the evidence.

Yours foolishly,

S. B. H.

N. B.—My boy drives me to town in a hog wagon now days.

Discuss the Coupler Problem.

COVINGTON, IND., March 24, 1892.

If the murdering of two men by Chileans cost the United States \$500,000,000, the killing and crippling of sixty to ninety men daily for years by railroads demands that congress tax the railroads \$50,000,000, to stop murdering by putting a

spring buffer in deadwood and sill, through plate, (front and under them,) with pendant division, through draft timbers, also through clevis draw-bar back to tail spring, and a clevis link forward, through all these and a coupler hook forward, pass a bar to sides of car where heavy handles backward over balance the hook up to bar of other car whose hook, hooks up to bar of first car, lifting handle on either side, or by rod to top of either car uncouples both cars, old style passes over hook taking in link and buffing pin down through link for two years, when all old styles may be off, then throw away pins and links; have only hooks coupling up to each others bars, impossible to kill or cripple men, or buff couplers under, breaking them or wrecking cars. First year's saving will do it. The editor of the *Switchmen's Journal* says "such a coupler fills all requirements." Governor Chase of Indiana says, "No philosopher nor forty years switchman needed to tell that those two great hooks held coupled up to each other's bars by four heavy handles must do the work and save the men. It is four times stronger than a link; four times harder to pull out than buffing coupler bars. Congress should establish perpetual test yards at Washington and other cities until this great nation learns how to simply couple and uncouple two cars without killing and crippling sixty to ninety men daily for ages. Find a perfect coupler, simplicity simplified, adopt it legally.

Yours to help save the men,

A. R. HEATH.

The Hunt for Car Couplers.

TO THE EDITORS:

Is the object of the search for car couplers to save the 60 men killed or crippled daily, or to save the 35 coupler companies and their millions of dollars gotten and to get, by forcing a type of coupler through congress or upon railway companies which the switchmen who are being killed protest against as they did in their annual meeting in Philadelphia in September, 1891, and in their New York convention Nov. 10, 1891? It is shown by railroad reports and by President Harrison's messages for three years that the more of these couplers they get on cars the more men are killed. Less than 200,000 of the 1,200,000 cars are now equipped with them. If only two in 100 have them on and kill and cripple 60 men a day, then if all cars had them 300 would be the daily harvest for the doctors and undertakers. Why do millionaires owning railroads refuse to let couplers be tested on their cars that will fill every one of the Milligan bill requirements and never kill a man, but persist in putting on couplers that fill only five of Milligan's 14 requirements? Why do they put master car builders who never couple cars to hunt a car coupler, instead of switchmen who know all about it practically and will not go on a still hunt for salary for years? They can find the coupler in one month. H.

—*Railway Age*.

Mobile and Ohio Schedule.

EFFECTIVE MAY 1ST, 1892.

1st. The company will employ or promote men to the position of conductor, as in the judgment of the management may be required. None but sober, reliable, competent, able-bodied and experienced men will be employed. The right to promotion or regular runs will be governed by merit, ability and seniority. They will be directly responsible and subject to the orders and control of the trainmaster and division superintendent at all times and in all matters pertaining to their duties.

All employes will be dismissed without a hearing in cases of drinking on duty, intoxication on or off duty, insubordination, and no habitual frequenters of saloons will be retained in the service of the company.

2d. Passenger conductors on trains 1, 2, 5 and 6 will be paid one hundred dollars per calendar month, baggage masters \$57.50 and brakemen \$52.50 per calendar month.

The Citronelle, Murphysboro and Branch service conductors and brakemen will remain the same as heretofore.

3d. On the mixed trains conductors will be paid \$80.00 and brakemen \$55.00 per calendar month. Twelve hours to constitute a day's work.

4th. There will be five local crews on Jackson and Mobile Divisions, first in first out of Jackson and Meridian. Conductors will be paid \$88.40 per month and brakemen \$60.00 per month, Sundays not included. Twelve hours to constitute a day's work. When a full month is not made pay shall be computed by days in current month.

5th. Local freight conductors will be paid \$3.35 per trip between Murphysboro and East St. Louis, and \$3.35 per trip from Murphysboro to Cairo and return.

Local freight brakemen will be paid \$2.35 per trip between Murphysboro and East St. Louis, and \$2.35 per trip from Murphysboro to Cairo and return. Twelve hours to constitute a day's work.

6th. Through freight conductors will be paid: East St. Louis to Cairo.....\$4.55 per trip Murphysboro to Burkesville and

return..... 3.35 per trip East St. Louis to Murphysboro.... 2.75 per trip 12 hours to constitute a day's work.

Murphysboro to Cairo.....\$2.50 per trip Murphysboro to Gravel Pit and

return..... 3.00 per trip 10 hours to constitute a day's work.

East Cairo to Jackson.....\$3.45 per trip

Jackson to Okolona..... 3.45 per trip

Okolona to Meridian..... 3.50 per trip

Meridian to Mobile..... 3 50 per trip
12 hours to constitute a day's work.

Through freight brakemen will be paid:

East St. Louis to Cairo.....\$3 05 per trip
Murphysboro to Burkesville and

return..... 2 35 per trip

East St. Louis to Murphysboro.... 2 00 per trip
12 hours to constitute a day's work.

Murphysboro to Cairo.....\$1.75 per trip

Murphysboro to Gravel Pit and

return..... 2.00 per trip
10 hours to constitute a day's work.

East Cairo to Jackson.....\$2 30 per trip

Jackson to Okolona..... 2.30 per trip

Okolona to Meridian..... 2.40 per trip

Meridian to Mobile..... 2.40 per trip

12 hours to constitute a day's work.

7th. When freight crews are called to go out on picnic or excursion trains they will be paid: conductors \$3.33 per day, brakemen \$2.00 per day. Twelve hours to constitute a day's work.

On work, wreck or circus trains, where freight crews are used, will be paid: conductors \$3 00 per day, brakemen \$2.00 per day. Twelve hours to constitute a day's work.

On wrecking trains where less than six hours service is required, the pay will be one-half work train rates as above. Where over six hours is required, they will be paid work train rates as above.

8th. Conductors and brakemen deadheading on company's business will be paid one-half rates or running light engine and caboose through freight rates.

9th. Conductors or brakemen attending court at company's request will be paid: conductors \$3.00 per day, brakemen \$2.00 per day of twenty-four hours and an allowance of one dollar per day for expenses, when not at their homes.

Where crews are called as witnesses, in cases of investigation, they will be paid the rates that their cabooses make while held off for that purpose.

10th. When conductor or brakeman is called and for any reason the train is abandoned, he will be paid at over time rates per hour from the time called until relieved.

11th. No more crews will be assigned to runs than in the judgment of the management is necessary to move the traffic of the road with promptness and regularity.

12th. Crews will not be required to go out when they need rest, nor shall any crew be permitted to run on the road when their physical ability has been fairly taxed by previous service, before they have had the needed rest.

13th. Conductors and brakemen will not be suspended or discharged, except for just cause, and

when suspended will be given a hearing in five days and will be notified of the result of the investigation. When a conductor or brakeman is suspended from duty and on investigation it is found they are not to blame for the act for which they were suspended, they will be paid: conductors \$3.00 per day, brakemen \$2.00 per day of twenty-four hours, for all the time they have lost by reason of suspension, but they shall have no claim for compensation for the time for which they were suspended if it is found they were to blame for the act for which they were suspended. When a conductor or brakeman, who is charged with wrong or fault, is called in for investigation, if he sees proper to invite another conductor or brakeman to go in with him to hear the investigation, the management have no objection to his doing so.

14th. The caller will call all crews at the place they designate, within one mile of the yard office at Cairo, Murphysboro, East St. Louis, Jackson, Okolona, Meridian and Mobile. No crews will be called in St. Louis. If he lives outside of the limit herein prescribed or is at any other point, he must make his own arrangements to ascertain whether he is wanted or not.

When crews are called to go out, they must sign the caller's book, giving the exact time at which they were called. Time will commence from one hour after they are called and will be ascertained from train reports and checked by conductor's slips.

15th. Over time will be paid after twelve hours from time train is called to go out and will be paid: For conductors 30 cents, and for brakemen 20 cents per hour; thirty minutes counted as nothing and over thirty minutes as one hour.

16th. On through freight runs, between St. Louis and Cairo, if crew is cut out by orders of the trainmaster or division superintendent, or they are physically unable to complete the trip, the pay shall be on the basis of Article 6. If not under these conditions, pay to be strictly on mileage basis.

17th. If any employé is dissatisfied with the decision of the division officers, he has the right of appeal to the general superintendent and general manager.

D. McLAREN,

A. B. GARRETSON, Gen'l Superintendent.

G. S. C., Order Ry Conductors.

S. E. WILKINSON.

G. M. B. of R. T.

W. H. SCHOLLES,
Chairman Order Ry Conductors.

C. A. SARBET,
Chairman B. of R. T.

Approved; JAS. C. CLARKE,
President and General Manager.

UNION PACIFIC SCHEDULE.

OFFICE OF ASS'T GEN'L MANAGER, }
OMAHA, Neb., March 1, 1892. }

General Order:

The following will govern in allowing time and computing pay of conductors, baggagemen and brakemen, to take effect from March 1, 1892.

GENERAL.

1. All runs and compensations allowed for same shall be designated in schedules prepared on a fair and equitable basis, consistent with the general plan herein given.

MILEAGE RATES.

2. Unassigned freight runs, first in first out, based on mileage; Conductors 3 cents per mile; brakemen, 2 cents per mile; except as hereinafter provided.

MONTHLY RATES.

3. Assigned regular runs on monthly pay as per schedule.

SHORT RUNS.

4. All runs not otherwise provided for, of fifty miles or less, not on duty over five hours, single trip or double, 50 miles, overtime after five hours; 100 miles if only one trip and not called on duty until after ten hours from starting time of run. Two trips not on duty over ten hours, 100 miles; overtime after ten hours, as per rule.

Short runs over fifty miles and less than seventy-five miles, not on duty over seven and one-half hours, single trip 100 miles; overtime after seven and one-half hours. Doubled, not on duty over average freight time of that district, 150 miles; overtime after average time.

Short runs over seventy-five miles and less than one hundred miles, single trip, not on duty over ten hours, 100 miles; overtime after ten hours.

SHORT IRREGULAR RUNS.

5. Short irregular runs, not otherwise provided for, to be based on day's work, as per schedule.

WORK TRAINS.

6. Conductors, \$90.00 per calendar month. brakemen, \$65.00 per calendar month; twelve hours or less to constitute a day's work; overtime after twelve hours, as per schedule; except that runs before and after regular working hours shall be computed on mileage basis.

SNOW PLOW SERVICE.

7. Trainmen held for snow-plow service will be paid daily rates for every twenty-four hours so held. When in service will be paid daily rates; overtime after twelve hours. When running over district with flanger or plow, ahead of trains, district rates will be paid.

LIGHT RUNS.

8. Light runs with engine and caboose will be paid for at regular rates for freight train service.

DEAD-HEADING.

9. Dead-heading will be paid for as per schedule.

ATTENDING COURT.

10. When attending court, or employed in other than train service, trainmen will be paid daily rates, and allowed legitimate expenses, when away from home station.

PILOTS.

11. Light engines when run over district will be accompanied by pilot, who shall be a conductor, or brakeman, who has passed examination for conductor, and shall receive conductor's pay.

EXTRA SERVICE.

12. Crews assigned to regular runs at monthly pay will receive extra compensation at regular rates for service performed, when used on lay-over-days.

FREIGHT CREWS HANDLING PASSENGER TRAINS.

13. Freight train crews handling passenger trains will be allowed freight train rates of pay.

COMPUTING OVERTIME.

14. All delayed time in excess of schedule time of regular freight trains shall be paid for. Where the schedule time of a train averages less than ten miles per hour, overtime will be paid for on this basis.

Delayed time on passenger trains will be paid for, less two hours.

Delayed time on extra or irregular trains in excess of average time of all regular freight trains on each district will be paid for without reduction from average time.

In computing overtime, or delayed trains, any fraction of an hour less than thirty minutes will not be counted; thirty minutes or over will be counted one hour.

DETENTION AT TERMINALS.

15. Trainmen required to do switching, load stock, etc., at main line terminals before starting on run, or when held on duty with their trains after arrival at main line district terminals, will be allowed overtime, as per schedule rates, in addition to time on road.

YARD SERVICE.

16. If trainmen accept permanent yard service voluntarily, they forfeit all road rights.

REDUCING CREWS.

17. When freight traffic becomes so light that reasonable wages cannot be made, the number of crews will be reduced (beginning with the youngest,) until those left in service can make reasonable wages.

Conductors temporarily suspended under this rule will be given preference as brakemen and will retain their rights as conductors.

CONDUCTORS' RIGHTS.

18. Conductors' rights will date from the time they are given their own regular crews.

CALLING.

19. Trainmen will be called within a reasonable distance at main district or terminal stations, by the train callers, who will always be provided with a book in which their names will be registered together with the time they are to be called. Time will begin at the time set for the departure of trains,

When trainmen are called, and for any reason their train does not go out, and they are held on duty less than five hours, they will be paid for one-half day and stand first out; if held more than five hours they will be paid one day and stand last out, it being understood that if crews go out within five hours the time on duty will be computed from the time first called.

REST.

20. After continuous service of sixteen hours or more, trainmen will be entitled to and allowed eight hours for rest, before being called out, provided they so desire, except in cases of washouts, wrecks, or other emergencies.

TIME NOT ALLOWED.

21. Conductors will be notified when time is not allowed as per trip report.

SUSPENSION.

22. When a trainman is taken from his run for the investigation of an alleged fault, he will, if found innocent, receive pay for time lost. No punishment to be fixed without a thorough investigation; ordinarily such investigation to be held within five days from date of removal from service.

SERVICE LETTER.

23. When trainmen leave the service they will be given a letter stating time and character of service and reasons for leaving.

E. DICKINSON,
Assistant General Manager.

Government Test of Railway Appliances.

The recent appeal to congress for an appropriation of \$25,000 to enable the Franklyn Institute to test the force of the alleged "hammer blow" from the counter-balance of locomotive driving wheels brings to mind what has frequently been said in your columns urging the importance of a "railway experimental bureau" or a "bureau of experimental research" or something of that nature, under whatever title might seem the most appropriate.

The ideas above referred to were to the effect that an establishment be fitted up at some central point and equipped with all the appliances necessary for physical and chemical tests of all railway materials and to experiment on the various processes of manufacture of everything pertaining to railway mechanics, etc., this bureau to be placed under the supervision of competent managers for

each department, the salaries of those experts and all expenses of running the establishment to be paid by the railway community at large—say by a mileage tax or percentage of earnings or by money raised in any satisfactory and equitable manner. Some of the larger corporations have private experimental stations, but as the results of their tests are not made known they are of no public benefit. However, the mileage covered by those tests is but a small percentage of the mileage of the country, and as most if not all railroads are too busy with every day affairs to conduct experiments (and too poor as well), the experimental bureau was suggested as a ready means of putting all valuable improvements into immediate use for the benefit of the entire railway community and the public at large.

Had the suggestion been acted on in good time the blood and treasure saved ere this would have been beyond computation. It is not necessary to spend a life time in deciding the value of an alleged improvement, but it is not wise to make a general application of any new device until it has been thoroughly tested and its value established beyond the shadow of a doubt. Some railway companies have made a wholesale adoption of appliances that have cost them hundreds of thousands of dollars and discovered when too late that the fixtures were worthless. On the other hand the entire railway community has lost millions by not knowing the value of improvements the worth of which would have been known by an experimental bureau or bureau of tests. It does not pay to let valuable inventions lie idle and get covered with dust and doubt for the want of an opportunity to give them practical tests.

But is it advisable to put this matter of tests into the hands of the government? We are governed too much already, but if the railway management will not take the matter in hand then it remains for congress to take a hand. As an instance of what might have been accomplished by a bureau of tests years ago note the present status of the car coupler question. All that has been done for the last decade in the way of solving the coupler problem has only served to keep couplers that were possessed of some merit in the background where they were denied a trial or even a recognition.

It is the popular impression that the railways will not equip their cars with any new coupler however great its merit, but this is an erroneous belief born of the fact that such a number of so-called safety couplers have been put on the market and the reluctance the officials exhibit in giving them trials. Many of these couplers are mere claptraps, more dangerous than the old link and pin, and moreover so costly to build and maintain as to render their adoption utterly impracticable. There are couplers that fill all the requirements of safety automatic couplers, both as to operation, first cost and durability; and if there was a fair public test made there is no doubt but a satisfactory coupler would be immediately forthcoming. At all events it is time to call a halt in the present method of handling the coupler question and let the practical train and yard men make the selection of the future coupler, and perhaps it would be well enough for the government to pay for an international coupler test and settle the matter for all time.—William S. Huntington in *Railway Age*.



The April number of the *Station Agent* gives an interesting account of the late convention at Jacksonville, illustrated by portraits of prominent members.

The Evansville, Ind., *Journal* celebrates its fifty-ninth anniversary by a mammoth illustrated edition with a bird's eye view of the city for a frentispiece.

St. Nicholas for May has a table of contents, presenting thirty-nine distinct dishes, each of excellent flavor, but none too highly seasoned for the healthful palate of youth.

The Wichita Key, published by the Wichita, Kansas, Order of Railway Telegraphers, unlocks our sanctum and we find it to be a sprightly little four page paper that undoubtedly will win success as it deserves.

Considerable interest has been manifested regarding the first number of the *Cosmopolitan Magazine* to be issued under the editorial management of Mr. Howells. The magazine has furnished a list of names which promises something quite unusual for the May number.

The May *Century* is remarkable for the beginning of a new volume and of three new serials, and fully illustrated papers on "Architecture at the World's Columbian Exposition," from which the reader will obtain a fresh idea of the magnificence of the housing of the Exhibition at Chicago.

The Hollister Brothers announce the enlargement of the *Eight Hour Herald* to twice its former size, and that it will hereafter be issued semi-monthly. The subscription price is one dollar per year, and all friends of the eight hour movement are invited to send for a sample copy. Address Wm. C. Hollister & Bro., Chicago, Ill.

Breezy, seasonable, a magazine for ladies and gentlemen from cover to cover, is *Outing* for May. The splash of waters, the rustle of leaves, and spirit of pure, outdoor, healthful pastimes, enliven its eighty handsomely illustrated pages and make it what it is, a valued instructor in beneficial exercises, and an encourager of a closer intimacy with nature's wondrous charms.

The May *Wide Awake* opens with a delightfully fantastic and oriental rhyme descriptive of the birth of the gamut. It is by Theron Brown, with a frontispiece illustration by Burgess, and is called "The Bamboo Fife." The leading article

of the number is Miss Fordham's stirring description of "A Mediaeval Stronghold," the great French castle of Pierrefonds, which, dismantled by Richelieu, has been restored by the famous French architect, Viollet le Duc.

A recent number of the *Age of Labor* announces the purchase of a complete outfit, and that hereafter it will be printed with its own type and on its own presses. We congratulate Bro. Rogers on the success of the *Age*. The May 1st issue contains a paper on "The Quality of Foreign Immigration" by Henry Cabot Lodge, and is something that is worthy the attention of every laboring man in the country.

The Railroad Clerk is hereafter to be placed before the public in a publication of his own, No. 1 Vol. 1 of a publication bearing the above title comes to us from St. Louis with the announcement that it has come to stay and to labor in behalf of railway clerks, and with a view to their organization. It is published by Messrs. Bassett & Renahan, 1117 Locust street, St. Louis, Mo., is a book of twenty-four pages filled with matter of interest and information. The price is one dollar per year.

"Abolish the Politician," is the motto of Mr. J. W. Sullivan, who has in course of publication a series of sociological works, the two first volumes of which are on our desk. The first, "A Concept of Political Justice," is a pamphlet of 60 pages. The second, "Direct Legislation," is a book of 120 pages describing the government of Switzerland by direct legislation, and showing how the system is not only applicable to the United States, but necessary to our future existence, and Mr. Sullivan argues that this will speedily and certainly "abolish the politician," and as to the benefit of the abolition of a large majority of our politicians, there can be no question. The book is worth considerably more than its cost for the information that is given of the Swiss government, and a careful perusal will repay any one whether he favors the principle of direct legislation for our own country or not. The peaceful revolution described in closing the book, is a consummation devoutly to be wished. The price of "Political Justice" is ten cents, and of "Direct Legislation" is twenty-five cents, and either will be sent by mail on receipt of the price by the Twentieth Century Publishing Co., 7 Clinton Place, New York.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

PERSONAL JOURNALISM.

In the discussion of this question at the editorial meeting at St. Louis, there seemed to be but one opinion in regard to personal journalism; it was condemned by all who expressed any opinion, and those who pleaded guilty to having indulged in it pleaded undue provocation as an excuse. At St. Louis specific instances were discussed, however, and the general topic was but lightly touched upon, and it did not occur to any of those who participated to interject the query that has always perplexed the writer, what is personal journalism? Where shall we draw the line between what is personal and what is not? In the absence of any well defined boundary, who is to decide? At the risk of bringing upon THE CONDUCTOR the censure of all its contemporaries among employes' publications, we must enter a vigorous dissent from the apparently unanimous decision of the conference and express it as our sincere opinion, that without personal journalism we might as well all "shut up shop," stop the presses and discontinue our publications. Not that we believe it is necessary to call Brother Honin a liar because he does not agree with us on the Club matter, nor Brother Hall a thief because we cannot agree on some points in the late Northwestern affair, but we do believe that there are many instances where it is impossible to separate the man from the position occupied or the principle advocated, and we firmly believe that it is sometimes necessary to "tell the truth," even at the expense of a brother editor, though the private affairs of that editor should not be touched, except so far as they directly affect the question at issue. Again, too, in discussing the official acts of an officer of an organization, it is in some cases extremely difficult to decide where the official responsibility ends and personality begins, and if THE CONDUCTOR has evidence or believes it has that Brother Rogers, for instance, is dishonest, and is simply endeavoring to delude and deceive employes, would it not be direlict in its duty if it did not expose him, and if necessary call attention to his personal acts to prevent our readers from being deceived? Of course it is entirely unnecessary for us to say that we do not believe anything of the kind, and we may take this occasion to indulge in a little personal journalism of the other kind and emphatically endorse Brother Rogers and his able paper, although we differ materially

in our opinions on some things, we can unhesitatingly advise every railway employé in the land to read the *Age of Labor*, and assure him that he will be benefitted thereby.

It would seem to us that what we should guard against and avoid is not personal journalism *per se*, but journalism of any kind or character that is founded upon personal feeling, personal dislike or personal enmity. We believe that the man who assumes to write for the enlightenment of others should study to divest himself of all personal bias of whatever nature. This has been the aim of the writer, though no one knows better than himself how far short of promise the performance has been. We imagine that the personal journalism which denounces on mere suspicion, accuses through personal malice or condones faults on account of friendships, is that which is to be avoided; not that we believe we should be on the lookout to find and proclaim the errors and mistakes of others, but a fault we would condemn in an enemy, should be as swiftly censured in a friend. Probably there is no one who has been made the subject of more "personal journalism" during the past few years than the writer. In too many instances the natural inclination to "strike back," has been followed, and we have said many things that were regretted later, and to-day it is the editorials which have been "killed," that give the most satisfaction; in this, however, the credit is not wholly due to us, but in many instances to those of whom we have asked advice.

Finally, brothers, let us continue to use that personal journalism that encourages when possible by words of appreciation, preserves silence when it can be done without injury to the cause we are supposed to represent and uphold, and when necessary, criticise and condemn the action or the man without fear or favor.

RATE REDUCTIONS AND EMPLOYEES' WAGES.

Our contemporary THE RAILWAY CONDUCTOR, complains of a recent article in this paper in which we commented on some figures contained in the last annual report of the Great Northern railway, showing that the loss to that company during the past ten years by the decrease in freight rates had been \$42,991,403; which is to say that the company would during 10 years have received from freight alone that much more than it did if the rates had been maintained at the level of 10 years ago. THE CONDUCTOR, as we say, objects to this and says:

"Another opportunity is that of showing how much railway employes have 'lost' during the past 10 years because they, like the companies, have not received as much per ton per mile during the whole period as they did during 1882."

Our contemporary means this to be jocular. But it is precisely the point which we have so often endeavored to bring most seriously to the attention of employes, viz: that it is they who suffer most by all rate reductions. How much have the employes of the Great Northern lost? They, with the employes of the iron and steel works, the car building shops and so forth, have lost just about 75 per cent. of all that the company has lost; for 75 per cent. of all that it earns over its necessities would have been expended on labor, either directly in higher wages and in giving employment to more men or indirectly in betterment of its facilities, in increasing its equipment and extending its lines. And the cost of all these things is paid out, to the extent of at least 75 per cent. of the whole, to labor.

Verily, it would be a melancholy calculation if it could be shown how much the railway employes have lost (not on the Great Northern alone, but on every railway line in every western state) by the reductions in rates and revenues which have been forced upon the companies. THE RAILWAY CONDUCTOR could not undertake a worthier task than to make this calculation.—*Railway Age*.

The *Age* thinks we meant to be jocular, but it is in error; there certainly was no jocularly intended. We wished simply to illustrate that the *Age* in claiming for the Great Northern the position of a public benefactor, was manifestly wrong, and to show the absurdity of such a palpable effort to "work up" sympathy for the road as a philanthropist, and we wished too, to show that those who were benefitted by the rate reductions were indebted to the employes as much as to the company. We asked the *Age* to make the showing, but it declines and turns the task over to us. In this, as in other instances, the *Age* does not seem to care to carry the matter to its conclusion, but dismisses it with the claim that it is "precisely the point it has often endeavored to bring to the serious attention of the employes, viz: that it is they who suffer the most by all rate reductions," and makes the further claim that the employes of the G. N. have lost 75 per cent. of this \$43,000,000 and of course it wants readers to infer, that if the Great Northern had not reduced its rates, the employes of that company would have received over \$32,000,000 more during the last ten years than they really did receive. The facts are, as the *Age* well knows, they would not have received a single cent more. Had the employes been as well and thoroughly organized ten years ago as they are now; they might have kept their rates at something like a parity with those of the companies, but unfortunately they were not, and when the company introduced improvements that enabled a train to handle three hundred tons of freight instead of two hundred, instead of giving the employe any of the benefit, they cut his pay by telling him he would only be paid for the actual time he worked. And when another improvement was introduced that enabled a still larger train to be handled, they helped the employe out by taking off one brakeman, and made two do the work of three, and during this time, the grudging reduction in rates was made the excuse for it all.

When rates were the highest, the freight conductor received \$75 per month, and he was paid the \$75 if he worked only half the time, while on most of the roads he was also paid for extra work; the brakeman received \$50 per month, the fireman about \$60 and the engineer \$120, and if the engine went into the shop, the engineer and fireman went with it and were paid full time. A

train consisted of fourteen to twenty cars, the load supposed to be ten tons, but perhaps averaging nearer twelve, though in most instances, the road was paid for but ten, thus a train of freight consisting of perhaps 180 tons, cost the company \$405 in wages to the train employes for 2600 miles or in other words it cost them a little over .8 of a mill per ton per mile. A freight train to-day on the same road, consists of 25 to 30 cars with a load of from 20 to 30 tons each or a total perhaps of 625 tons; the engineer may average \$150 per month, the fireman \$75, the brakemen \$65 each and the conductor \$90, a total of \$445, and we believe this estimate to be a high one; the average wages of conductors on Iowa roads, who are as well paid as any under the same circumstances, were something less than \$1000 per year during 1891 for both passenger and freight; in order to earn these wages too, the men must run from 3,500 to 4,500 miles per month instead of 2600 as of old, but estimating the mileage at only 3,000 miles per month we find that the companies pay to train men only a little over .2 of a mill per ton per mile, and that while the rates have been reduced about one half, wages on the same basis are one quarter of what they were. Employes may well have cause to grieve if the assertion of the *Age*, that they would have received any portion of this enormous "loss" in case rates had not been reduced was correct, but there is no one so foolish as to think such a thing, and the writer who penned the assertion in the *Age*, did not believe it.

Our figures are, as a matter of course, crude and unreliable for the want of data, and are made from the writer's general knowledge of the matter, and with no data as to the number of employes on the Great Northern at any time during the past decade, we cannot attempt to give the gross amount of their "loss," but we can show to any candid man, that while reduction of rates is often made the excuse for reduced wages or increased work, that in reality there is not the remotest connection, that the wage reduction always precedes the rate reduction, and that the road with the biggest earnings pays the least wages as a rule.

It should be noted too, that this instance cited by the *Age* is in territory where there is no rate legislation, that in the state where the G. N. has its headquarters, the Employes Club claim to have defeated any attempt to regulate wages by law; that the greatest reduction in states where there is legislative restriction, is upon freight which is not affected by the legislation.

It should not be understood that we condemn the Great Northern road for doing exactly as we all do, getting and keeping all we can; it is a wide-awake road with a live, energetic management, but like all others, it is run to make money, and it made money by the rate reductions or they would not have been made. It has not lost \$43,000,000 though, by these reductions, nor that many cents; if the reductions had not been made the other fellow would have got the freight.

And finally, while the *Age* thinks "it would be a melancholy calculation if it could be shown how much the railway employes have lost (not on the Great Northern alone, but on every railway line in every western state) by the reductions in rates and revenues which have been forced upon the companies," we shall not expect the *Age* to be

very deeply affected by such a "melancholy calculation," nor to go into the sear and yellow leaf over it, but we would be glad to have it explain for us why it is that roads like the Reading, where there have been no "forced reductions," and for which laws are simply "inconvenienced" (vide President McLeod's interview on Gov. Abbott's veto) do not pay better wages?

Pending a reply, we assert that no employé in any western state has ever lost a single cent in wages by "forced reductions in rates and revenues," and we challenge successful contradiction.

OUR POSTAL LAWS.

For some time past *Printers' Ink*, published by Messrs. Geo. P. Rowell & Co., have been waging a war upon the Postoffice Department because their publication has not been admitted to the mails as second-class matter, the Department excluding it, or at least requiring a deposit of third-class rates, pending a final decision, because it is claimed that it is merely circulated to advertise the business of its publishers. Some of the arguments used by *Printers' Ink* are good while some are absurd. It is our opinion that the Department is right in its ruling and that the fault, if fault there be, is with the postal laws. We can see no reason why *Printers' Ink* should be admitted at second-class rates and such publications as the *Odd Fellow*, by M. C. Lilley & Co., required to pay third-class rates. We believe it to be still more unjust that the official publications of some of the different labor organizations should be excluded from the benefit of second-class rates when *Printers' Ink* is admitted. The postal laws and regulations are full of inconsistencies and badly need a thorough revision but we hardly think the way to bring it about is by threatening to withhold a political contribution if the ruling is not reversed, or in other words, offering a political bribe to the Department to reverse its decision, as is done in the *Printers' Ink* for April 27, *vide* the following:

"Although good Republicans and in the habit of contributing something towards the election of a republican administration, the publishers of *Printers' Ink* realize that they will also be able to practice some small economy this year by refraining from such subscription, for they really could not justify themselves in incurring any expense with a view of continuing good Mr. Wannamaker in office."

THE CONDUCTOR believes that it would be of benefit to the public if such amendments were made to the postal laws as would permit not only *Printers' Ink* but the Lilley publications and other similar ones to have the benefit of second-class rates and would be glad to see such an amendment adopted, but it believes there are other and more flagrant and unjust abuses which should be corrected first. We can see no reason why weekly papers should be entitled to free carriage in the mails within certain limits and the daily and monthly publications be compelled to pay not only second-class rates but in free delivery cities third-class rates. It seems to us somewhat inconsistent that we should be required to pay two cents on every CONDUCTOR sent to Cedar Rapids subscribers while the postage on a CONDUCTOR sent to the farthest limits of the United States, Canada or Mexico is something less than a quarter of a cent. We are glad to note that a bill correcting this injustice is now pending in congress

and we hope it will become a law, but our law-makers should go much further and give us a complete and sensible revision of the postal laws and regulations and one cent letter postage should be included, while the weekly paper should be placed on the same footing with the rest of us.

ILL-TIMED ADVOCACY.

One of the causes from which labor organizations suffer is the unwise and ill-advised advocacy of their friends and in some cases they may well pray for deliverance from over-zealous friends. In the April issue Bro. Martin, of the *Federationist*, takes occasion to denounce the Panhandle as a scab route and asserts that the political organization which goes to any convention over that road will dig its own grave. It certainly seems to us that this is extremely ill-timed and unwise advocacy of the cause of labor and that it will do much injury to the cause of those whom the *Federationist* is trying to aid,—the Indianapolis machinists. The Panhandle is no more a "scab" route than almost any other road in the United States. It is true that the Panhandle has employed "scabs" in the place of the union machinists who struck recently, but whenever the occasion has presented itself, so has every other road. On the same principle exactly, the Northwestern, the St. Paul, the Canadian Pacific, the Lake Shore, the Michigan Southern, the Monon, the Erie, the Central and in fact almost every road of any consequence is a "scab" road, the only difference being that the striking machinists being few in number the company was able without much difficulty to fill their places, while in most other instances, with the exception of the "Q," they have not been able to do so, but because the C. P., for instance, was unable to run its road with "scabs" and was compelled to "give up" is it any the less a "scab" road? Some of the "scabs" are employed there yet, perhaps on the entire line as many as are employed by the Panhandle, while in its train service the Panhandle employs many men who are members of organizations and does not discriminate against them. Would it be good policy or would it advance the cause of railway employes for us to denounce the C. P. as a "scab road" and warn all who patronize it of vengeance to come? We think not. Neither do we think it wise or commendable in Bro. Martin to pursue such a course toward the Panhandle. We have no particular love for any portion of the Pennsylvania system but we who ask justice should ourselves be just "though the heavens fall." We know nothing of the particular merits of the controversy between the Panhandle and its Indianapolis machinists; the machinists struck against a change from per diem to piece work, asserting that it is a scheme to cut their wages; without knowing the merits of the controversy we have wished the machinists success on general principles, but we have all the time thought they were extremely foolish to inaugurate a strike of so few men as are employed in the Indianapolis shops on so great a system as the Pennsylvania without a thorough organization of the entire system and assurances of support and co-operation from every shop man on the system, particularly in view of the fact which is not controverted so far as we know, that in shops at other points the piece sys-

tem is in operation and gives entire satisfaction to the employes, and if this is true the Indianapolis strike is the height of folly.

The only genuine "scab" road that we know of in this country is the P. & R. and it is not a "scab" road because of the employment in the past of "scabs," but because of the position of the management in open opposition to organized labor and to labor organizations.

We are somewhat surprised, too, to find the admission in the *Federationist* that wars or anything else except the granger is responsible for a reduction in passenger rates. If the granger talks of two cents per mile for passengers the *Federationist* is one of those that sees ruin, not only to the roads but to the employes hovering like a pall over them, but it does not seem to see any inconsistency in the roads themselves making a rate much below two cents per mile the while they are declaiming against two-cent rate bills. It is a fact that rate wars have been the cause of much greater reductions in both freight and passenger rates than legislation, and it is a further fact that the same rate wars have been responsible, or rather have been made the excuse for more reductions of wages than any and all legislative restriction although the wars are never given to the public as the excuse by the managements while legislation is vociferously proclaimed as the cause of all by both managements and "reformers."

THE PINKERTON SYSTEM.

The Sioux City *Journal* does not hesitate to slander railway employes about 'lection time if it thinks any political advantage can be gained thereby, but it has always been in line on the Pinkerton system and always in accord with the following from a recent issue:

It may be well enough for congress to investigate what is called "the Pinkerton system." The system is the creation of bodies of private police, independent of the regular police maintained by the public. Many organizations of private police have been built up, but they are sufficiently described under the name of Pinkerton, who is the manager of the most extensive organization of this character. Generally it is a detective agency, which ordinarily sells its services in that line of business, but as it is an elaborate organization, having branches in many cities and other localities, the scope of its work has been extended. Particularly have large corporations resorted to it instead of to the authorized police. In case of strikes railroad, coal and other like corporations have frequently employed the Pinkerton police, which at such times grows to the size of a standing army. It is armed, officered and under discipline which approaches that of a regular army, and it represents solely the interest of the corporation which subsidizes it. In some states the law makes provision whereby such private police may be sworn in as special officers, and thus they are clothed with regular authority when in fact they do not represent the public at all. Not only so, but they are frequently recruited in one state for service in another state. Such an organization will always stir up anger and opposition. It provokes tumult. It is a menace not only to private rights, but also to public tranquility wherever its services are employed. It is a public peril. There is no limit which can be put upon the employment of the Pinkerton janizaries unless the law peremptorily forbids it, for if 1,000 Pinkerton soldiers can be used, as has probably more than once been done, than an army of 10,000 or more Hessians may be hired. Let the regular lawful police agencies suffice. The public should provide for the public peace and for security of all kinds of property. There never was a time in this country when it was so necessary as now for all to look to lawful agencies for redress of grievances and the conservation of rights. There should be no division of allegiance and no uncertainty of dependence. The evil of the Pinkerton system has grown to large dimensions. An investigation will probably show that it has grown to greater importance than many have any conception of. Reform cannot be too speedy.

"BE SURE YOU'RE RIGHT, THEN GO AHEAD."

Our Indianapolis contemporary and its friends should adopt the motto of Davy Crockett. If paraphrasing from the Bible may be excused, "what profiteth it the employes of Indiana to defeat one enemy to promote another?" The *Federationist* and its allies claim that the "Blue Book" defeated Hon. F. B. Burke for renomination and that it nominated Hon. W. L. Barnes for state senator. Before the ink bearing the announcement is dry, Bro. Martin is obliged to announce that Barnes is as bad as Burke—and the first number of the *Federationist* read us all a lesson on the evil of labor organizations and publications meddling in politics.

LAWS OF THE "EMPLOYES' CLUB."

A REPORT, and what was purported to be an extract from the constitution of the Railway Employees' Club of the United States, was published and circulated throughout the west, in which it said that when an employe became a member of the club he had to sign an agreement that in case he was hurt in any way while in the discharge of his duty that he would not sue for more than fifty dollars. No such thing was ever connected with the club movement, nor ever will be. There has not been one word changed in the constitution since the day it was adopted four years ago. These reports were started by the enemies of the club movement. They were published in the *Savanna (Ill.) Journal* and *THE CONDUCTOR*. The editor of *THE CONDUCTOR* is against the club movement because he could not dictate its policy, at the same time he knew that the conductors of Iowa almost to a man are members of the club, and are using all honorable means to help it along. The most prominent members of the O. R. C. in every western state are with the movement. The president of the state organization of Kansas is an O. R. C. man.—Neodesha (Kan.) Register.

It is just possible that the railway editor of the *Neodesha Register* is not so well informed in regard to the club laws as he thinks he is, but one of two things is certain, he is either unpardonably ignorant of the association whose cause he so earnestly champions, or he is guilty of misrepresentation, and he may take either horn of the dilemma that he chooses.

No statement that "when an employe became a member of the club he had to sign an agreement that in case he was hurt in any way while in the discharge of his duty that he would not sue for more than fifty dollars," has ever been published or made, to our knowledge, certainly not in *THE CONDUCTOR*. *THE CONDUCTOR* was reasonably well-informed in regard to the "Club" before Bro. Crouse was the railway editor of the *Register*, and probably before he knew that there was such an organization as the Railway Employees' Club of the United States. The club, as has often been stated, was organized in Minnesota, with Harry P. Robinson, of the *Northwestern Railroader*, now of the *Railway Age*, as one of its sponsors and its official mouthpiece; it included as members and was partially officered by railway officers; after its success in defeating legislation asked for by the Minnesota employes, it sought other fields to conquer and attempted to invade Iowa and Illinois. Bro. Hall, of the *Switchmen's Journal*, is entitled to the credit of first exposing the association and its attempt to use the employes as a catspaw for the corporations, and in his issue for November, 1890, published an expose of the scheme, quoting a part of their laws. Bro. Clark, who, on account of our absence from the office, did most of the work of issuing *THE CONDUCTOR* for November 15, 1890, expressed his

opinion of the club and quoted a section of their laws; the result of this was that the club dropped its efforts to organize in either state, and nothing was heard of them until the summer of 1891, although they circulated literature written by Mr. Robinson and probably published by the railway companies of Minnesota, and to date they have failed to get even the slightest foothold in Illinois.

In publishing the extract from the laws, the *Switchmen's Journal* quoted it as a part of the constitution, when it was a part of the by-laws, and THE CONDUCTOR did the same, and it will be noted that Bro. Crouse refers particularly to the constitution and in this is literally correct, but in the inference he makes that it has never been a part of their laws and that the laws have never been changed, he is ignorant or untruthful. To settle the matter, the editor of THE CONDUCTOR will deposit \$1,000 in any Cedar Rapids bank if Bro. Crouse will come here and investigate the matter, and if we do not demonstrate to his own satisfaction that we are correct when we say that the section quoted in THE CONDUCTOR for November, 1890, in the *Savanna (Ills.) Journal* and again in THE CONDUCTOR for January, 1892, was printed and sent out by the Railway Employees' Club of the United States as a part of the laws, viz.: section 1, article XI, of the by-laws of the beneficial department, he can take the money home with him, the only condition on our side being that if we do demonstrate it to be a fact, he will acknowledge his error in the columns of the *Register* and retract his charge of falsehood against us, or if he does not care to come to Cedar Rapids, we will send a draft for \$100 to Neodesha and leave the decision to three citizens of that place, provided Bro. Crouse will also deposit the same amount; if we fail to maintain our position, the money to belong to him, if we do not fail, the \$100 deposited by him to be divided between the organizations of trainmen in Neodesha, we only retaining the amount deposited by us. We believe that no word has been changed in the laws since they were first adopted; we believe that after the exposition by the *Switchmen's Journal* and THE CONDUCTOR, the club simply omitted all except the constitution in printing them; Bros. Crouse, Steadman and others of the club should have been certain that all the old copies had been destroyed before making their denials so positive.

The statement that the "conductors of Iowa almost to a man are members of the club," is utterly false or the members deny their membership. If the most prominent members of the Order in every western state "are with the movement" why not name some of them? There are many such whose membership and action would have very much influence with the writer. THE CONDUCTOR does not mean to say, by any means, that there are none for we know of a few, but they are very few indeed, and like the members in Kansas, they are rapidly dropping out. As to the editor of THE CONDUCTOR being against the club because he "could not dictate its policy," the editor of THE CONDUCTOR was, in July last, offered a great many inducements to assist in organizing Iowa and one of those inducements was that if we took the lead in organizing, it would give the opportunity to practically control the organization in this state. Further, at the meeting held here, an employe present (who by the way was a

shop employe and unknown to the writer,) asked Mr. Thorpe, who was explaining the club, why he did not secure the co-operation of the Grand Secretary of the O. of R. C., who was well known to all the employes in the city. Mr. Thorpe's reply was that he had done so, and that Mr. Daniels was in full sympathy with them and would act with them, but was unable to be present that evening. The fact that the writer *was* present and was recognized by nearly if not all of the employes present, may have had something to do with the failure of Mr. Thorpe to influence his hearers.

And now we will quote a little more club law since we have been obliged to furnish law to such prominent members as Bro. Crouse.

Article X, Section 2.—In case of injury or death to any member of this association, alleged to have been caused by reason of the negligence or incompetence of other employes, or negligence of the employer, the arbitration committee shall, upon the written application of the claimant, investigate the same and ascertain the cause of such injury or death, examine all witnesses within its reach and reduce the statement of each witness to writing, sign the same and forward it to the general secretary. It shall, if it so elect, examine all machinery and appliances, and reduce its findings as to the condition thereof to writing, provided, however, that the committee may delegate its power and duties herein to a sub-committee of not less than three (3) of its own members, providing, that one member of said committee shall be of the same branch of service; such sub-committee shall be governed by the same rules as are or may be from time to time prescribed for the government of the general committee, but the sub-committee shall, in all cases, report its doings to the full committee for final action, as herein-after provided. Whenever the committee shall have accomplished its investigations, or received its report from the sub-committee, as the case may be, it shall proceed to consider and determine the matters in dispute, and shall as soon as practicable, determine if any and what compensation should, of strict right as between the parties, be paid by the employer to the claimant, "if anything," and shall immediately report any decision arrived at to the secretary of this association. In case the employer shall not within ten (10) days' time pay to the claimant compensation for the injuries sustained, the committee shall proceed to and shall make all possible effort to settle the same between the parties, free of cost to the claimant and employer, to the satisfaction of each. *In no case, however, shall any settlement be concluded until the claimant shall have executed formal written release acknowledging satisfaction of all demands against the employer, by reason of the injuries so complained of and adjudicated upon by the committee, except as to death claims in the second division.*

Section 3. The railway upon which an injury occurs may, if it so desires, have a representative upon the board of arbitration, who shall be a member ex-officio of said board, for the purpose of investigating the particular injury occurring upon his road.

The italics above are ours, and there has now been published a statement in regard to "signing an agreement," and how does the *Register* like it? We place these sections on the same footing as

section 1, article XI, if Bro. Cruse accepts our proposition, and while, owing to the vigilance of the *Switchmen's Journal*, this nice little scheme had to be dropped, it fairly illustrates the whole aim and object of the originators and promoters of the club. Had it not been for the exposition made this "beneficial department" would have been worked with the balance.

MONTREAL POLICE AND THE STRIKE.

It certainly seems to be a singular condition of affairs that permits the mayor or chief of police of a city to send a part of its police force hundreds of miles away for the alleged purpose of "protecting the property" of a railway company, but for the real purpose of assisting the company to do its business with incompetent employees, and the action of the mayor and chief of police of Montreal is generally criticised. The Central Trades and Labor Council adopted unanimously a resolution denouncing them for their action.

We quoted the comments of the *Witness* in the April number, while the *Herald* says "many citizens criticise the action of the authorities in permitting the men (policemen) to be drafted from the city force, on the ground that Montreal is not in a position to leave itself so unprotected, and the fact that the chief has already complained of the smallness of his force." Mayor McShane was seen by a representative of the *Herald*, to whom he stated that he saw no reason why the request should not be complied with—it was a compliment to the C. P. R."

Another paper says: "If the police committee can allow thirty-six men of the city's police force leave of absence to go and do scab work for the Canadian Pacific railway until it suits the Canadian Pacific railway to send them back to their duty, could not the brilliant committee give those men perpetual leave of absence? Now if the city will not suffer by the absence of the peelers, of what use are they to the city and why should taxpayers be obliged to pay for the keeping of those gentlemen when they are evidently of no use to the city? If the chief and the mayor would oblige the city by going away with the squad and staying away until sent for they would serve the city best. Since these gentlemen are so interested in Canadian Pacific railway affairs, let them go braking for the Canadian Pacific railway and allow somebody else to earn the city's 'green'."

Some little time ago there was instituted and vigorously pushed a "crusade" against the "substitution evil" and every publication in the land was deluged with marked papers and marked articles denouncing the druggists and the CONDUCTOR was also in receipt of a number of circulars urging it to "take up the fight" in the interest of its advertising patrons. One of the "plumed knights" in this "crusade" was a paper called the *Journalist*, edited by a Mr. Allen Foreman. Believing the whole matter to be merely a scheme on the part of a few for their own personal gain and that the legitimate advertiser had no part nor lot in it and that he did not wish to attack by wholesale the druggists of the United States, we paid no attention to it until a copy of the *Journalist* happened to come to hand with the usual quota of "marked" articles. In this number Mr. Foreman "writ us all down asses" because we did not jump

when he and his allies whistled and the CONDUCTOR expressed its opinion of Mr. Foreman and his *Journalist*. Mr. Foreman now shows up as the author of a "pure food bill" which is pending in New York, and he openly states in an interview that he has introduced it and expects to have it passed merely to punish the advertisers who failed to properly reward him for his part in the "crusade." As the gentleman himself puts it, "I have lain awake nights trying to think how I might get even with these medicine houses and others that I fought for last summer, and at last I struck the idea. * * * Beyond a question it will cost these frauds a million dollars to get it repealed. Of course I am ready to talk with them at any time, but it will take big money to kill it. I shall not be satisfied with less than \$10,000," from which it would appear that Mr. Foreman, if correctly reported, is something of fool as well as knave.

NOT A HERO BUT A MURDERER.

Under the caption of "A Hero of Today," the *New York Press* says:

"History and poetry celebrate no sublimer act of devotion than that of Albert G. Drecker, the watchman of the Passaic river drawbridge, on the New York and Newark railroad. The train was due, and he was closing the draw, when his little child fell into the deep water. It would have been easy enough to rescue him if the father could have taken the time, but already the thundering train was at hand. It was a cruel agony. His child could be saved only at the cost of other lives committed to his care. The brave man did his duty, but the child was drowned."

The probability is that no such incident ever happened at all except in the mind of an imaginative reporter; if, however, Albert G. Drecker permitted his child to drown while he closed a draw bridge, instead of being eulogized he should be hanged. The statement that the child could be saved only at the expense of the train and of the lives of those on it, is balderdash. All draw bridges are guarded by signals and unless the signals are automatic and with a derailing switch, all trains are required to stop before crossing and if Drecker had left the bridge open to save his child, the only damage would have been a little delay to the train that was said to be at hand, unless through the criminal carelessness of the engineer.

The Age of Labor has joined hands with the other calamity howlers of the country, and is assisting them in their work against the organizations of railroad employes by disseminating the literature in favor of government ownership of railroads, et cetera, and so forth. Birds of a feather flock by themselves sometimes.—*National Federationist*.

We have been a reasonably careful reader of *The Age of Labor* and have failed to find anything to indicate that the *Age* is in favor of government ownership of railways. The *Federationist* seems to labor under a hallucination in regard to the "government ownership of railways" and sees the "gaunt specter" menacing us where ordinary people suspect nothing. An editor does not necessarily adopt or endorse the views of other persons which he may print and while the *Age* and many others are dubbed "calamity howlers," they do not seem to be continually filling the air with vociferous assertions of the "calamity" that is being brought upon the railway bond holders by the unscrupulous farmer.

Frank Boyle, H. E. Mixer, E. E. Welch and Isaac Owens are wanted by the secretary of 142.

**

We regret to learn of the serious illness of the mother of Bro. Chas. M. Torrance, of Minneapolis.

**

Members of the different organizations in Indianapolis are moving in the matter of a building to be known as labor temple.

**

J. B. Rogers and G. D. Ball, of 106, are requested to communicate immediately with the secretary of Division No. 106.

**

Brother S. T. Ferguson is "short" at Port Jervis. If any one knows where he is "over," please forward information to secretary of 52.

**

May 4th, Brainard Division No. 197, gave an elegant reception and ball and everybody who was present enjoyed a pleasant evening.

**

With the spring comes the perennial announcement that the Chicago roads propose a war of extermination upon the ticket scalpers.

**

Bro. W. H. Sebring, of Division No. 175, is prominently mentioned for governor of Florida, and he will make a good one if chosen.

**

Owing to the numerous changes, requiring a reprint of the directory in the April CONDUCTOR, we were compelled to omit the obituary.

**

J. T. Wishart, secretary of 19, at Elkhart, Ind., would like to hear from Brother G. B. Hewett, whose last known address was Plainfield, Mich.

**

At the recent meeting of directors of the Union Pacific, S. H. H. Clark was elected president and will resign the general managership of the Mo. Pac. and be succeeded by Geo. C. Smith, now assistant general manager. Mr. Clark will move to Omaha and devote his time to the U. P. It is probably needless to say that there is general rejoicing among the employes of that road.

F. Gibson, secretary of 192 at East Saginaw, Mich., has lost J. C. Kennedy and D. J. Fisher of that division. The Brothers should hold up a hand.

**

We were compelled to send regrets in response to a very kind invitation to accompany the brothers of S. A. M., Division No. 284, on their annual excursion which took place May 6th.

**

The secretary of 85 wants to hear from D. A. Oakeson, whose last address was Taylor, Texas, and O. M. Carson, who was at East Cumberland Gap, Tenn., when last heard from.

**

Brothers C. D. Rasback, J. H. Russell and W. E. Johnson, of Division No. 92, have disappeared from their former locations without advising the secretary and he now wishes to know where they are.

**

C. T. Harris, editor of the Chicago *National Weekly*, better known under the nom de plume of Carl Pretzel, died in Chicago recently. Mr. Harris was one of those men by whose life the world is made better.

**

THE CONDUCTOR would be glad to print the experience of conductors with couplers. Write us something on the subject, stating what couplers you have had practical experience with and what you think of them.

**

A personal letter to the editor says "I am feeling quite happy to-day so thought I would write you a short letter," and later on it becomes apparent that James Edwin Archer, junior, is the cause of the happiness, and all who know the jovial chief of Division No. 7 and his estimable wife, will be happy with them.

**

The good brother who sent us the lines on a Confederate Note, informs us that the author is Father Ryan, a Catholic priest, of Nashville, Tenn., and that it was published soon after the war. It was new to us. A later letter from another Brother states that the author is Major S. A. Jones, of Aberdeen, Miss., and that the verses were written on the back of a \$50 Confederate bill and presented to Miss Anna Rush, of Philadelphia, when on his way home after the surrender of Gen. Lee.

Mr. Powderly is quoted as the authority for the statement that the Reading combine has agents in the Lackawanna valley trying to buy the support of the priests by offering to pay church debts and parochial school expenses.

**

The secretary of Division 26 reports as "short," Brothers G. H. Sharp, Sr., and C. H. Owens, who were formerly employed on the Wheeling & Lake Erie. It will be for the interest of these brothers to communicate with Bro. Wright.

**

Geo. M. Pullman is said to object to passengers "tipping" the porters. George can stop it if he wishes to, and as a first step, we suggest raising the pay of porters from \$15 to \$16.50 per month, and they would then have twelve shillin' less excuse for preying on the public.

**

The *Sacramento Tradesman* thinks that "organized labor and the farmers should pool their issues. They will have to or run the risk of being broken on the wheel, each in turn." It seems to us that there ought to be no difference of opinion in regard to this—but there is.

**

If those Brothers who send obituary notices to THE CONDUCTOR would kindly give some information as to cause and date of death, and a brief sketch of the life, instead of stereotyped resolutions with the date of the meeting by which the resolutions were adopted, it would enable us to make the memorial notices of more value to all.

**

Born, April 3d, to Brother J. N. Shea and wife, a daughter, and while Brother Shea says business is dull on the road, he has enough business at home now for two men. THE CONDUCTOR extends congratulations and hopes the little Miss will be a well-spring of joy in the home until some young man claims a prior right.

**

If a "death warrant" is censurable in the by-laws of the Pennsylvania Voluntary(?) Relief, why is not the same thing censurable in the by-laws of the Employe's Club? Referred to Bro. Martin, of the *Federationist*, who in a recent issue, repeats a part of the objections to the Pennsylvania scheme that were urged by the writer in '85, when it was first inaugurated.

**

An extremely pertinent query is that of "H." in a recent number of the *Railway Age* which we print on another page. It is becoming more painfully apparent every day, that unless legislation is in the interest of certain coupler companies none can be had. The house may pass a bill that provides for the use of the M. C. B. coupler. The senate is likely to do nothing more than to provide for further investigation by those who are about as competent to decide as the writer is to govern China. Make the Milliken bill a law, gentlemen, and see how quick the matter will be settled, or pass the Davis bill and place the investigation in the hands of men who use couplers.

Bro. Calvin K. Austin, of Division No. 1, has engaged in the real estate business, and may be found in rooms 531 to 535, Unity building, Chicago. After a couple of decades service on the Northwestern, Bro. Austin has many friends who will join THE CONDUCTOR is wishing him success in his new location.

**

A couple of months ago, Bro. Chas. Sankey, of 197, was at Montpelier, Idaho; now the secretary of 197 can't find him. Bro. E. A. Rhodes, of the same division, has also disappeared from Sangamon, Mich. Any one who can locate either of these brothers will confer a favor by communicating with J. A. McDonnell, lock box 234, Staples, Minn.

**

After giving the number of killed and injured during 1891, the *Philadelphia Times* says: "Of this great army of maimed and slaughtered, about one-half owed their misfortune to the barbarous and primitive methods of coupling cars generally in use." The men who use the couplers say that much of it is from the use of so-called "improved methods."

**

Passengers in Montana do not seem to love the "spotter" if the action of one of them is any indication of the sentiment of all. A passenger on a Montana Central train observed one of these gen-try and on reaching the destination, hired a "tough" to interview the spotter. The interview resulted in the latter being thoroughly "thumped" and he confessed that he was there to "do up" the conductors. The interviewer received ten dollars.

**

It is stated that reducing grades on the Vandalia two years ago, enabled an ordinary engine to haul five more cars, and that when present improvements in reducing grades and straightening curves are completed the ordinary engine will haul from ten to twelve more cars. The company, however, will not place an additional brakeman or fireman on the trains nor will it increase the pay of the trainmen to compensate them for handling this additional 250 tons of freight, more than the entire train load of a few years ago, but if on account of this increased capacity rates are reduced a little, it will give some mathematician an opportunity to figure out a "loss."

**

There are yet many members of the Order who are not readers of THE CONDUCTOR. Its circulation is not more than half what it should be, and if every member of the Order did his duty, the circulation would be at least thirty thousand. In some of the largest divisions not a single copy is taken, not even a copy for the division, and if the secretary of one of these divisions wishes to communicate with others, he must either beg a copy of THE CONDUCTOR or use an old last year's directory and trust to luck that his communications will reach the proper destination. It is the duty of every member to read THE CONDUCTOR and keep himself advised in regard to the progress of the Order, while every member should send the subscription of at least one person who is not a member.

The *Railway Service Gazette*, having disrupted the organization of section foremen some years ago in order to be made the "official organ," is now trying the same thing on the present organization, apparently through revenge, because it has been completely unmasked and is now repudiated by every known organization and poses as the advocate of "non union" labor. "To what base uses do we come."

* *

Mr. Rhodes, of the C. B. & Q., in making the report of the committee on couplers, said: "The increasing introduction of air brakes rendered these tests (of couplers) important. The early tests at Burlington led to the adoption of the M. C. B. type, but it was discouraging to find at the recent air brake tests at Burlington and Easton the drawbars were continually breaking in emergency stops, so much that they could, in the brake tests, only accomplish five stops in a day. In the recent construction tests they have had the same difficulty." And yet it is urged that we must have the M. C. B. and no other.

* *

It is with regret that we announce that Bro. Frank Sargent has decided to accept the nomination for congress in his district; we believe that Bro. Sargent can do more good for both himself and the cause of railway employes as the executive of the firemen, than he can do in congress. There is no question as to his ability to ably represent his district, nor as to his integrity as to the best interests of all, and if he does accept the nomination, we sincerely hope that the employes in the district will see that his majority is as large as it is possible for them to make it. The prospect is now that the firemen will lose both Bros. Sargent and Debs, and it will make vacancies that it will be difficult to fill.

* *

Want of space prevents comment on the recently published dispatch from Fort Dodge, Iowa, in which Mr. Coffin is quoted as saying that the Gould system refuses to spend a dollar for safety equipments until the employes have procured the repeal of the railway laws in the western states. It is possible that Mr. George Gould said in effect: "The railway men be damned," but we are inclined to doubt it. It is not generally supposed that either George or his father are devoid of ordinary common sense or that they are subject to even temporary aberration of mind. The fact is, that the Gould lines are among the most liberal to their employes of any, and in the matter of safety equipment, are far in advance of many of the roads whose officers receive Father Coffin with "soft talk." We shall give some facts in the next issue.

* *

The New York *Journal of Finance* says: "Railroad wars have gone out of fashion. A year ago it was not possible to pick up a newspaper without coming across some proclamation of hostilities. All that is changed. Rows and wrecks have made way for peace and profits." The editor of the *Journal of Finance* must be a humorist or else his knowledge of newspapers must be limited. Certainly the newspaper that circulates through the west that does not contain something in rela-

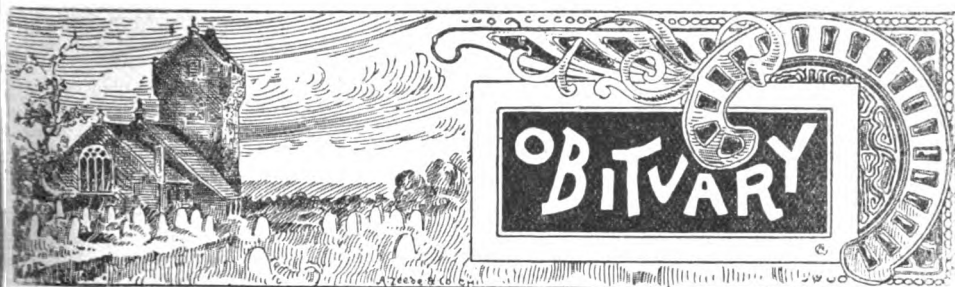
tion to a war, present or prospective is an exception, and there are a number of serious skirmishes, at least, in progress. As to profits, well we are sincerely glad to know that the complaints of those papers that have been continuously wailing of the hardship of the roads and their immense losses through the injustice of "calamity howlers," may be taken with a little grain of allowance. It seems rather refreshing, too, to learn that such a paper as the *Journal of Finance* even inferentially admits that profits come from peace and that losses come from wars among the companies rather than from "unjust legislation."

* *

In his address before the American Railway Association, President Haynes said: "It is important to remember that it was not until 1887 that the fact was established that link and pin couplers and power brakes could not be used together on the same freight train, and that it was not until 1888, just four years ago, that the essential principle of the vertical hook coupler, which years of experiment had established are the only type practicable for a safety coupler, was made generally available." Conceding Mr. Haynes to be correct in the establishment of the fact in 1887, that the old link and pin couplers were not practicable, his recent assertion that the hook is the only practicable coupler simply demonstrates that the gentleman has not progressed since '87 himself. It is true that the link and pin coupler, with its three to six inches of slack, is not what it should be with power brakes, yet a number of roads are using both successfully, and it is no less true that there are today couplers of the link and pin type with which the slack can be taken up closer than with the hook, and the "years of experiment" of which he speaks and which have also been since 1887, has simply demonstrated that the hook is more impracticable than the old link and pin.

* *

We are informed that Mr. Steadman of the Iowa "Club" denies that the section printed in the CONDUCTOR for November, 1890, as a part of the laws of the Club is or ever was a part of the laws, and says that the CONDUCTOR is guilty of falsehood. The gentleman if correctly reported, may be sincere, but he is not discreet. It is possible that Mr. Steadman does not know that this section was ever a part of the laws of the Club but he should investigate before accusing others of falsehood. The editor of a paper that enthusiastically supports Messrs. Steadman, Perry et al, wrote an article exhorting us for making such a false accusation, but after it was written, prudently decided to investigate and as a result of the investigation killed the article and while he perhaps would not care to testify publicly, he is a private witness to the truth of what we say. If Mr. Steadman will call at this office we will convince him that he has been misinformed and while we cannot prove that it is, we believe that the section is yet a part of the laws of the Club and that it has never been repealed or changed but simply omitted in printing on account of the exposure, first by the *Switzerland Journal* and later by the CONDUCTOR.



*"The world will turn when we are earth
As though we had not come nor gone;
There was no lack before our birth,
When we are gone there will be none."*

Brown.

April 10th, while in the discharge of his duty as a conductor on the Kansas City Belt Line railway, Brother W. H. Brown, Kaw Valley Division No. 55, was so badly injured that he died within a few hours, leaving to mourn his untimely death, a widow and a bright little girl. Bro. Brown was an energetic worker in the Order, a reliable and competent railway employe, and his death leaves a vacancy in 55 that it will be hard to fill. The division and THE CONDUCTOR extends sincerest sympathy to those so suddenly bereft of the husband and father, the protector of the home.

Carter.

At a recent meeting Topeka Division No. 179, unanimously adopted resolutions of regret for the untimely death of their friend, associate and brother, Charles E. Carter.

Dougherty.

Brother E. R. Dougherty, who lost his life in saving others recently on the D. & R. G. railway, was an accomplished gentleman, a member of the Brotherhood of Locomotive Engineers and of the Order. He was killed March 20th while endeavoring to stop a runaway car. At a recent meeting Fisher's Peak Division No. 247, of which he was a member, adopted resolutions of regret.

Duffy.

The grim reaper has again visited St. Paul Division No. 40, and taken from the members one whom it was an honor to know. Stricken down without a moment's warning, in the performance of his duty, Brother Robert Duffy met his fate as becomes a worthy man and brother. His remains were placed in their last resting place February 27th, and at a regular meeting resolutions of respect to his memory and sympathy with the bereaved relatives were adopted.

Edwards.

Brother J. W. Edwards, of Somerset Division No. 297, has been called to the further side of the dark gulf of death and waits the coming of loved ones on the other shore. Resolutions of respect and sympathy were adopted by the Division.

Elder.

March 7th, Gracie, youngest daughter of Brother B. F. Elder and wife, was beckoned to the arms of Him who said, "Suffer little children to come unto Me and forbid them not for of such is the Kingdom of Heaven," and while the bright light of an earthly home is quenched and the hearts of the sorrowing parents shrouded in darkness, there is comfort in the thought that little Gracie has but gone up higher and that henceforth "There's a Light in the Window."

Garrett.

Brother Edward Garrett, of Lafayette Division No. 302, has made his last trip, signed his last order and no more shall watch for the fateful red on this earthly sphere, and while no sympathy can remove the grief and no friendship replace the lost, the members of the division hope that their sympathy and their friendship may, in some slight degree, assuage the grief and comfort the stricken widow in her bitter trial.

Hubbard.

Brother W. S. Hubbard, a charter member of Ogden Division No. 124 and an old-time conductor on the Union Pacific, was so badly crushed between two cars April 15th that he died in a few minutes, another victim of multiplicity of couplers. Brother Hubbard leaves a widow and one child to mourn his loss. He was one of those nature's noblemen of whom no just complaint can be made; ever ready to aid a friend or even a stranger, and has more than once been made the victim of his generous feelings by those who have won his sympathy. May his ashes rest in peace, and the God of the widow and the fatherless aid, protect and comfort those who were dependent upon him.

Livergood.

Charles E. Livergood, a member of Freeport Division No. 235, has been called from his train to that higher home, that "House not Built With Hands, Eternal in the Heavens" and his brethren mourn. At a regular meeting the division adopted resolutions of sympathy and respect.

OBITUARY.

Mackenzie.

A sad bereavement has fallen upon the worthy secretary of Union Division No. 13, Brother John Mackenzie, in the loss of that friend of childhood, youth and manhood, his mother, who died recently full of years and after a well spent life, for which there need be no regrets. Brother Mackenzie has the sympathy not only of Division 13, as expressed in resolutions adopted, but of a great many personal friends in the Order.

McGill.

Cut down in the flower of manhood and in the spring time of life, Brother W. R. McGill, a member of Morris Division No. 41, met his death in a collision recently, and a widow and children mourn the loss of a devoted and loving husband and father. Resolutions were adopted by Indianapolis Division No. 103, the recent home of Brother McGill, as well as by his own division.

McLeron.

Brother J. T. McLeron died recently, and at a recent meeting, Savannah Division No. 218, of which he was a member, placed upon record their appreciation of his worth as a man, his energy as a Brother and loving kindness as a husband and father.

Morrison.

The mortal remains of Brother Hugh Morrison were recently laid to rest in Toronto by the I. O. of O. F., assisted by the masonic fraternity and the Order. Brother Morrison's death was sudden, being caused by pneumonia.

O'Connor.

Died, suddenly, from heart failure, at Edwin, Ill., Brother James O'Connor, of Centralia Division No. 112. Brother O'Connor was a faithful and trustworthy conductor, and a man whom to know was to respect and esteem. The grief stricken widow and family have the sincere and heartfelt sympathy of every member of the division, as well as of all among the employes of the I. C. who knew him. At a regular meeting the division adopted the usual resolutions.

Pardoe.

Brother Joseph Pardoe was killed at Mount Clare Junction, on the B. & O. R. R., on the morning of April 14, 1892. Brother Pardoe was a member of Collins Division No. 5, Order of Railway Conductors, a faithful friend to all who knew him, a devoted husband, and affectionate and loving father. His funeral took place at his late residence, No. 711 Scott street, at 2 o'clock, p. m., Sunday, April 19th, after which his remains were taken to Mount Olivet Cemetery and laid to rest. Brother Pardoe was a member of the masonic order and of the Independence Order of Hypitysoph. There was two pall bearers from each order. Bro. J. H. Hilleary and Bro. Geo. Allen were the

pall bearers from Division No. 5, O. R. C. The funeral was largely attended by members of No. 5. The floral offerings were magnificent, there being a handsome pillow from No. 5, with the letters "O. R. C. No. 5." Brothers will remember Brother Pardoe, who took two degrees on April 5th at our regular meeting, and met his untimely death eight days later, before he could take the last degree.

We will miss our new Brother from among us. We extend to the widows and children our heartfelt sympathy in their sad bereavement.

Sullivan.

Died, from a gun shot wound at the hands of a ruffian, Jan. 31st, 1892, Brother John Sullivan, a worthy and respected member of Crescent City Division No. 108.

Wood.

Brother H. D. Wood, of Brainard Division No. 197, has been called to his long home, and leaves a vacancy in the ranks of the members of 197, that will long be remembered. At a regular meeting the usual resolutions were adopted.

Woodman.

Died, at Yarmouthville, Me., March 15, Bro. A. F. Woodman, late of the Grand Trunk Ry. Brother Woodman was born in Brattleboro, Vt., in 1820. The early years of his life were spent on the farm, from which he graduated to the life of a stage driver, his route being from Springfield, Mass., to Stanstead P. Q. Then he became proprietor of "Winn's Hotel" at Stanstead, and later on was employed at the Island Pond House, Island Pond, Vt. He was a resident of the latter place many years, and was the last democratic representative the town ever sent to the state legislature. In 1860 he began railroading, entering the service of the Grand Trunk as yard master, from which position he was advanced to conductor. He was for many years in charge of the mail train between Portland and Island Pond. In 1880 he barely escaped fatal injuries in a collision between his train (express) and a freight train. He received a blow on the head at that time from which he never recovered, but was able to run his train until 1889, when he gave it up. Since then he has made his home with his son, who is agent of the G. T. at Yarmouthville. Bro. Woodman's death was the result of an accident which happened the day previous. He attempted to cross the track in front of an incoming train on the G. T. and was struck by the engine, receiving injuries that terminated fatally on the 15th. The funeral took place Mar. 17th. The officers of Pine Tree Division No. 66, attended the same acting as bearers, and performing the last sad duty. The division sent a beautiful floral emblem of the Order placed on an easel, below which was a scroll, bearing the word "Brother."



Time of payment of Premium Assessments—Agent's Authority—Waiver—Death of Insured on Last day.

In an action to recover upon a certificate of life insurance the court on appeal

Held, (reversing) that where an agent for an insurance company or association was authorized to waive the date of payment on the certificate if he deemed it for the best interest of the association; and, where the jury found there was a waiver of the time of payment and a consent to accept the payment on a certain day, this would allow the payment during the business hours of that day, and until that time expired the policy would be in full force, and the insured dying on that day (presumably before payment) the beneficiary is entitled to recover the amount due.

Painter vs. Industrial Life Association, Ind. S. C., Mch. 31, 1892.

Mutual Benefit Certificate—Change of Beneficiary—Prescribed Mode—Lost Policy—Will.

A member of the defendant association immediately before his death, desiring to change the beneficiary, named in his certificate which had been lost and mislaid without his fault, and after unavailing search for it, he executed a will whereby he bequeathed the benefit money to the person intended to be substituted.

The only mode provided by the by-laws of the society to change a designation was by authorizing such change in writing on the back of the certificate, attested by an officer of the society. This prescribed form could not be complied with. At his death two claimants appeared.

Held, In an action on a bill of interpleader by the society, that a court of equity should recognize the disposition by will as a valid designation of a new beneficiary.

Grand Lodge A. O. U. W. vs. Noll et al., Mich. S. C., Feb. 23, 1892.

Compliance with all the Laws—Constitution—Insanity—Suicide—Conscious of Consequences.

1. Where a charter member of the defendant association had his attention called to the consti-

tution and laws of the association and especially to a section which declares, that no benefits shall be paid upon the death of a member who commits suicide, and upon promise to comply with all the laws of the association a certificate was issued to him.

Held, That the section pertaining to suicide must be considered a part of the contract between him and the association.

2. A certificate conditioned to be void if the assured commits suicide, sane or insane, does not cover a death by suicide which is the result of insanity, unless the assured is unconscious of the natural consequences of the act which caused death; and, where it appeared that he had sufficient intelligence to employ a rope and adjust it in a skillful manner so as to hang himself, sufficiently shows that he was not unconscious of the consequences no recovery can be had.

Sabine vs. Senate of the National Union, Mich. S. C., Feb. 5, 1892.

By-Laws of Society—Insertion of Words in Certificate by Insured—Wife—Daughter.

Where a policy issued designated the holder's daughter as the beneficiary, but on his second marriage he inserted immediately after the daughter's name as beneficiary, the words "and my wife." The by-laws provided that a member in good standing may at any time surrender his relief fund certificate, and a new certificate shall thereafter be issued, payable to such person or persons as the member may direct.

Held, That such insertion of words was void in that such certificate could only be made payable to any other person than the daughter therein mentioned, by surrender to the society as provided by its by-laws and that such member's wife, on his death acquired no title to any part of its proceeds on account of decedents alteration thereof.

Thomas vs. Thomas et al. N. Y. C. A., Feb. 12, 1892.

Carriers of Passengers—Rights to Rely on Information from Ticket Sellers and Conductor.

1. Passengers are not presumed to know the

regulations of railroad companies made for the guidance of conductors in relation to stop over privileges, and unless the passenger has actual knowledge thereof, or the face of his ticket shows the rule requiring a stop-over check, he is entitled to rely upon the representations of the ticket seller as to what is necessary to entitle him to such privileges.

2. Where plaintiff purchased a ticket unlimited from B. to C. paying an extra compensation for a stop-over at O., the seller telling him to speak to the conductor about it. The conductor punched the proper coupon between B. and S., telling him it was sufficient to permit him to stop over at O. But when he resumed his ride from O. to C. he was ejected for failing to pay his fare to S. or to present a proper stop-over check which the rules of the company required a passenger to obtain from the conductor.

Held, That plaintiff was justified in relying upon the representations of the ticket seller and of the conductor who punched his ticket as to what was required to entitle him to the stop over privileges, and could recover for being ejected from the train.

New York L. E. & W. R. Co. vs. Winter, U. S. S. C., Feb. 1892.

Ticket Office—Busy Agent—Expulsion—Damages.

1. Where a passenger failed to purchase a ticket because the agent was too busy loading freight to wait on him, such passenger has a right to travel on the train without paying the additional fare allowed by statute to be exacted from passengers without tickets.

2. Where such passenger was ejected from a train by a conductor, and was compelled to walk six miles on a rainy night, a judgment for \$200 is not excessive and will be affirmed.

Fordyce et al. Receivers of L. A. & T. Ry Co. vs. Manuel, Tex. S. C., Mich. 15, 1892.

Injury to employe—Rules of Company—Custom—Evidence of.

In an action by a rear brakeman of a train for injuries received while climbing from inside the car to the top it cannot be shown that it was customary for the rear brakeman to ride inside the rear car, it being provided by the rules of the company with which he was furnished, that brakemen "must not leave their brakes while the train is in motion," and that the post of the rear brakeman is on the last car, which he must not leave, except to protect the train. If he does so and suffers injury no recovery can be had.

Gordy vs. New York P. & N. R. Co., M'd. S. C., Feb. 4, 1892.

Incidental Risk to Service—New and Old Devices.

1. It is not negligence *per se* for a railroad company to adopt a device for coupling cars, not before in use upon its road, without discarding those already in use by it, although the use of the two together may be more hazardous than would the use of either alone.

2. *Held*, That the railroad company may exercise this right as a risk incidental to the service of one who is engaged in coupling cars; and, if the sole cause of an injury to one so engaged be the concurrent use of the two devices, it imposes no obligation on the railroad company to compensate him for the injury received.

Pittsburgh & L. E. Ry Co. vs. Henley, Ohio S. C., Jan. 24, 1892.

Train Servants and Passenger—Stool—Improper Place—Negligence.

Where it was a custom, and also made the duty of the conductor and brakeman to place a stool, used for the purpose of assisting lady passengers to enter the train, but said stool was not left so placed, but carelessly taken up and left in an improper place at least ten minutes before the train started, where plaintiff by reason of the stool being in the wrong place was injured: *Held*, that where the trial jury found from the testimony that the stool was in an improper place, and was the occasion of the injury, no interference with the discretion of the trial court will be made. Judgment affirmed.

Atlanta etc. Ry. Co., vs. Holcombe, Georgia, S. C. Oct. 19, 1891

The supreme court has not yet passed upon the motion for a rehearing in the case of *Turner vs. Gross and Eddy*, receivers of the M. K. & T. railway, in which it was held that a receiver is not liable for the death of a person caused by the negligence of himself or his servants. While there is but little probability that the supreme court will grant the motion, it is greatly hoped that they will, inasmuch as the traveling public and railway employes are involved. The people of this city take great interest in this case from the fact that the accident which resulted in the death of one of Taylor's citizens occurred at the San Gabriel bridge, and also because John W. Parker, Esq., has the case in charge. The ground of the court's decision is that the statute gives a right of action for the death of a person only against the "proprietor, owner, charterer or hirer" of any railroad, and a receiver is not within the meaning of the statute. *The Review* recommends a little more "granger" legislation, so that the law will include receivers of a railroad also. It is all right to "turn Texas loose" from the farmers, but the people must have some protection.—*Weekly Review*.

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WONDERFUL SILVER MINES.

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CITY OF MEXICO.—While the newspapers in the United States are full of wonderful stories about the brand-new and exceedingly lively mining camp of Creede, Col., it might be worth while to tell something about the most famous of silver mining towns in this ancient country. There is a vast difference between an American mining camp and a Mexican mining town. The former is new and raw and full of life and "hustle" and go; the latter is old and sleepy and full of evidence of its romantic history. Perhaps the most interesting of the Mexican towns is Pachuca, and I will try to give the reader some idea of what it is like in this article.

Pachuca is about eighty-five miles from this city and is the capital of the State of Hidalgo. It can be reached by three separate railroad lines, the Hidalgo, the Vera Cruz, and the Tula branch of the Mexican Central. To the stranger visiting the City of Mexico it is the most easily accessible of any of the famous mining towns. The city is in the center of an extraordinary mining region. It lies in a basin and the surrounding mountains are scarred with the openings of mines. On the hill to the north—the Cerro de la Magdalena—are the famous workings of the Rosario, Candauo and Xacal, all on the Analcos vein. In the near vicinity possibly eighty mines are clustered together. The most important modern mine is that of the Santa Gertrudis, now in bonanza and one of the richest mines of modern times.

The town of Pachuca is very irregularly built;

the streets are steep, narrow and very crooked. The most important buildings are the Caja, a handsome structure surmounted by towers, founded in 1670 by Don Sebastian de Toledo, Marques de Mancera, as a treasury for the royal tribute and as a place of sale for quicksilver—a government monopoly—and the Casa Colorado, now a ruin, built in the Eighteenth century by the philanthropic Conde de Regla, for a public granary. The same nobleman built the aqueduct, but the source of supply is not sufficient and Pachuca suffers greatly for want of water. This will be speedily overcome upon the completion of the new dam and extensive waterworks undertaken by Pachuca and English capitalists.

The largest ecclesiastical establishment, now falling into decay, but still preserving evidences of its ancient splendor, is the church of San Francisco with its adjacent chapel of the Tercer Orden, founded in 1596. In the latter lies buried the famous Fray Cristobal de la Cruz. The buildings formerly used as a missionary college are occupied now by a school of mining engineering for the practical training of graduates of the Minería in the City of Mexico.

Pachuca was probably the center of a group of mines worked for precious metals by the early Mexicans before the advent of the Spaniards. Tradition says that shortly after the conquest a shepherd accidentally discovered, or may be re-discovered the rich silver leads, and a mining camp sprang into existence as far back as 1534. A

few years later in Pachuca was discovered the well-known "patio process," (1557) The inventor of this process was one Bartolome Medina, who, it is claimed, was a native of Pachuca. He certainly lived there and was probably a member of one of the religious orders. It is difficult to understand by what course of reasoning a man totally unacquainted with chemical science could have been led to the discovery of such a complicated process as this, still, Medina certainly made the discovery which has been of vast importance to the world and has added greatly to its wealth in silver.

Immediately overlooking the town is the old mine of the "Encino," minutely described by Baron Humboldt in his visit to Mexico in the early portion of this century. It is claimed by him to have been one of the deepest mines in New Spain and was particularly famous for its masses of wire silver that were found in it. Tradition has it that the unfortunate Indians who worked the mine for the original Spanish owners were always kept underground, only being permitted to come to the surface on Sundays to attend service in a small chapel at the mouth of the shaft. The foundations of this chapel may be seen at the present day. Finally their sufferings drove the Indians to desperation and they set fire to the mine and perished in the conflagration. Careful search in the lower levels of the old mine will discover charred timbers, human bones, and chains, the evidence of the Spanish mine owners' cruelty.

Among the greatest of the ancient mines of the Pachuca district was the Trinidad, from which was taken forty million dollars in ten years, as is shown by the old records still in existence.

During the revolt against Spain Pachuca suffered the lot common to all mining centers. It was seized and sacked by the revolutionists, April 23, 1812, when \$3,000,000 worth of silver was taken from the Caja and the records of the city were destroyed. Until 1850 its fortunes continued to decline and its population greatly diminished. In this year the Rosario mine came into bonanza, and at once the city's dormant prosperity revived.

As in many of the silver mining camps of the United States, a large portion of the population of Pachuca is made up of the "best hereditary miners of the world"—the Cornishmen. Since the first decade of this century the inhabitants of that remote promontory

"Where England, stretching toward the setting sun,

Narrow and long, o'erlooks the western wave,"

have made Pachuca their stamping ground, and

the town doubtlessly owes much of its present prosperity to their practical mining ability, as does also her sister district of the "Real del Monte."

The latter town is reached by a fine road, built in the days of the grandeur of The English Company, of which I will speak later. It is a well-engineered road and the traveler is hardly conscious that he has ascended a thousand feet when he arrives at his destination. As he reaches the last grade before topping the slight eminence that brings the Garita into view he may see on the immediate right and just below the road a few little hillocks. Wind and storm have done their worst and a casual glance would hardly show them to be graves, but such they are. It is here that some forty odd Austrians sleep their last sleep—all that remains of a company of gallant men, the Imperial garrison of the Real del Monte in the Maximilian days. Attacked by 6,000 Mexicans, they retreated in good order toward Pachuca, but their ammunition gave out and instead of taking the "baranca," where no Mexican would have dared to face their bayonets on foot, they took refuge in the ruined house on the right of the summit. Driven out by overpowering numbers, they were lassoed and dragged to death on the highway, their officer only being saved by the Mexican commander out of pure admiration for the utter indifference which he showed to death.

A little further and the mountain-enclosed amphitheatre lies before us. It is brightened by gardens and by cultivated patches on the surrounding slopes. It is a perfect labyrinth of narrow streets and narrower alleys and is about as picturesque as a town can be. The general effect of the peaked-roofed houses and many chimneys is much more English, or rather, Cornish, than Mexican. To the left a tall building of beautiful cut stone, with a chimney which seems almost to pierce the sky, stands prominently out. It is the engine house of the pumping engine recently brought from Germany by the present Real del Monte Company at a fabulous cost. It is said to have cost in Germany the enormous sum of \$2,000,000, and half a million more was spent in bringing it over and setting it up. It is erected on the great "Dificultad" mine, which is in bonanza. It is claimed to be one of the largest machines of its class in the world, but its practicability is still a thing of the future.

Immediately in front of us as we descend the hill is the Cerro de Judío, and that clump of fir surrounded by a white wall is the English burying ground—beyond question the oldest British burying ground in Mexico.

But little is known of the mines of Real del

Monte prior to the year 1749, except that they yielded considerable quantities of silver from irregular and detached surface-workings, and were finally abandoned when they reached a depth sufficient to cause them to be flooded with water. At the above period Don Pedro Torrerros, a merchant of Queretaro, joined a practical miner named Bustamante in a general "denuncio" of the district, by which they obtained possession of the two principal veins, La Vizcaina and La Brigida, on the condition of effecting their drainage by means of a horizontal gallery. This work was accomplished in ten years, but Bustamante did not live to see its completion. Torrerros, however, reaped a great reward, for up to the time of his death, in 1781, he had taken from the mine the large amount of \$15,000,000, at comparatively small cost. He had been ennobled by the king of Spain, under the title of Conde de Regla, for which honor he paid somewhat dearly, for he loaned the king \$1,000,000, which was never repaid, and built at Havana two ships of war, one of 112 guns, and made them a free gift to his sovereign. His son, the second Conde, continued the working of the mine, but not with so great profit, as his father had exhausted the mineral in the portions drained by the adit. The son was obliged to carry the water from the mine by means of skin bags and in 1801 he was using 1,200 horses and 400 men for this purpose, at an annual cost of \$250,000, he having gone down thirty-five fathoms below the adit. The mines were producing at this time about \$5,000,000 a year, but so many difficulties presented themselves in the working of them that they were abandoned. Unexplored extensions of the vein on higher levels were worked, and in 1809, when the second Conde died, the mines were producing about \$300,000 a year. The work was entirely suspended at the beginning of the War of Independence in 1819, the total product since the death of the first Conde having been \$10,000,000. After the recognition of the independence of Mexico the attention of English capitalists was attracted to the mines and at the suggestion of a Mr. John Taylor, an association known as the Real del Monte Company was formed for the purpose of restoring and draining the mines belonging to the Regla family. In July, 1824, Captain Vetch, of the Royal engineers, the first commissioner of the Real del Monte Company, arrived at the mines, which he found in a state of utter ruin. The great adit was destroyed and the water had risen in the mines. All the machinery in the big reduction works was gone: the population had become very scarce and the town was a collection of ruins. A year later a body of miners and me-

chanics, with steam engines, pumps, etc., arrived at Vera Cruz, under the charge of Col. Colquhoun, of the Royal Artillery. Yellow fever set in and Englishmen and Mexicans alike died, but Col. Colquhoun persevered through all difficulties and by May, 1826, the engines arrived at the mines. From this period until 1829 the work progressed steadily, when the drainage was effected at an annual cost of thirty thousand dollars, an immense saving as compared to the quarter of a million dollars which the second Conde had expended for the same purpose.

But after all the trouble and expense of the Englishmen they did not reap the profits which they had expected, and up to the end of 1847 their outlay had been much more than their income. The mines had produced under their management, \$10,481,475 worth of silver and the outlay on all the undertakings of the company had reached the sum of \$15,381,633, leaving a loss of nearly five millions of dollars as the result of the twenty-three years they had held the properties. The mines passed from their control in 1848 and went into the hands of Mexicans, who, shortly after they had taken hold, struck a rich lead and took out many millions of dollars.

At the present day a good deal of attention has been paid to the Pachuca district, which includes the Real del Monte, by foreign capitalists, and particularly by Americans. Modern pumping machinery and new amalgamation processes allow mines to be worked at enormous profits that were abandoned a century ago by the Spaniards. Great fortunes exist in some of the old dumps. The Hacienda de San Francisco, of Pachuca, is one of these and it is now being worked by Mr. M. P. Boss, of Pacific coast fame, under the process which bears his name. He has worked other old dumps whose age is unknown and which have been trampled down for centuries by the feet of countless mules, and has taken great quantities of silver from them.—*N' Oubliez.*

—•—

G. Washington, Esq.

FOR THE RAILWAY CONDUCTOR.

In giving to an expectant public my brief biographical sketches of *great men*, I can not justly overlook the claims of G. Washington, Esq.

Not only was he the Father of his Country, but he is said to have been the Inventor of the Mule.

On the "sacred soil of Virginia" G. Washington established his mule hatchery, or semi-equine incubator; and placed the great industry upon a paying basis. He also delivered a "*farewell address*"; an example which many eminent Americans of the present day should hasten to follow,

and by so doing, place their appreciative countrymen under lasting obligations.

G. Washington never attempted to write Poetry; and his name and the history of his great achievements are handed down to posterity without a blemish.

By Fathering his Country at the proper time, inventing the Mule, and delivering a farewell address; Mr. Washington exhibited a variety of talents sufficient to make the *efete* Monarchs of Europe turn green with envy. To write the biography of an Inventor and not describe Invention,—to not take an inventory of it, so to speak,—would be like attempting to play Hamlet without ham. (Entirely new. Author's rights, reserved.) My observations of the characteristics and moral delinquencies of the Mule were taken at long range, as a matter of safety. No representative of the press has ever made a report of having interviewed the Mule at close range, during office hours. There are some alleged men who possess many of the characteristics of the Mule with but few of his redeeming qualities.

The Mule is a choice exotic, and flourishes singly and in pairs, in the cotton patches and cane fields of the Sunny South. While on his Southern tour he is generally accompanied by an odorous negro, clad in a dingy cotton tunic and a black-snake whip. This shows that the Mule has no race prejudice, and has carefully studied the Emancipation Proclamation and accepted all its provisions in good faith.

The Mule is sometimes ornamented with a paint-brush tail and a basso-profundo voice,—mostly basso,—especially strong in the upper and lower registers, and containing a double row of semi-quavers in the middle octave.

Railroad laborers who have been closely associated with the Mule and other insects, in the graders' camps, inform me that the Mule eats but little during the daytime; all his energy of mind and body seems to be devoted to the task of "yanking" a scraper up the dump and dragging it down again. At night he fills himself up with baled hay and pond water, and occasionally breaks forth in a few joyful notes of his variegated song, which cracks the humid gloaming in a thousand places, and, soaring over the hill tops sets the bell a ringing on the gravel train engine five miles away.

The Mule is sometimes branded fore and aft and harshly criticised; but he rarely takes notice of intentional slights;—seems to consider the source, as it were,—but when he does decide to start out on a tour of retaliation he usually "gets there with both feet," and "don't you forget it."

"The good which men do lives after them."

G. Washington is dead! And I regret that it devolves upon *me* to announce the painful fact; but the Mule still lives and stands to-day the only successful rival of the Italian hurdy-gurdy and the amateur brass band.—*L. W. Canady.*

Conductor Bradley.

Conductor Bradley (always may his name
Be said with reverence), as the swift doom came,
Smitten to death, a crushed and mangled frame.

Sank with the brake he grasped, just where he
stood

To do the utmost a brave man could,
And die, if need be, as a true man should.

Men stooped over him; women dropped their
tears

On that poor wreck beyond all hopes and fears,
Lost in the strength and glory of his years.

What heard they! Lo! the ghastly lips of pain,
Dead to all thought save duty's, move again:
"Put out the signal for the other train."

No nobler utterance since the world began
From lips of saint or martyr ever ran
Electric through the sympathies of man.

Ah me! how poor and noteless seem to this,
The sick-bed drama of self-consciousness,
Our sensual fears of pain and hopes of bliss.

Oh, grand, supreme endeavor! not in vain
That last brave act of failing tongue and brain!
Freighted with life the downward rushing train.

Following the wrecked one, as wave follows wave,
Obeyed the warning which the dead lips gave;
Others he saved, himself he could not save.

Nay! the lost life was saved. He is not dead
Who, in his record, still the earth shall tread,
With God's clear aureole shining round his head.

We bow in the dust with all our pride
Of virtue dwarfed the noble deed beside,
God give us grace to live as Bradley died.

—*J. G. Whittier.*

She isn't an angel,
She isn't a goddess,

She isn't a lily, a rose or a pearl;
She's simply what's sweetest,
Completest and neatest,
Dear little,
Queer little,
Sweet little girl.

—*Field and Stockman.*

A Model Justice.

LANGTRY, TEXAS.—Undoubtedly the most original and most widely known justice of the peace in all Texas is Judge Roy Bean, of Vinegaroon on the west side of the Pecos River near the Rio Grande, in Val Verde County. Judge Bean or "Roy," as he is universally called, is a short, solidly built man who weighs about 180 pounds. He is about 55 years of age. His complexion is very dark and his hair and beard are iron gray. He has been a justice of the peace at Vinegaroon for twelve years, and it is his proud boast that in all that time he has not turned in a cent of money to the county. That doesn't mean that he has not collected any money in fines, but he says he has to work so hard for it that he doesn't propose to turn it over to anyone else to spend, and that there is no use in being a justice of the peace if one cannot keep the profits. Judge Roy is a bluff, jolly old fellow and spends his money very freely with the "boys." He runs a saloon in Vinegaroon and his court is held in a room back of, and adjoining the barroom. Many a time he has adjourned court to wait on a customer or to fill the orders of one or the other of the parties to a suit which he was trying.

From time immemorial it has been the unwritten law in the little towns of this frontier country for a stranger to stand treat to all who happened to be in the saloon when he enters it and calls for a drink. One day a "tenderfoot," who did not know of this custom, stepped into Judge Bean's barroom and asked for a drink. He was served and threw down a twenty dollar bill on the bar. Judge Bean tossed the \$20 into his cash draw and called up several men in the room and asked them what they would have. The stranger waited a little while for his change, but the judge paid no attention to him. Finally the tenderfoot asked for his change.

"That's all right," said the Judge, but made no move to give it to him. "Don't you fret about that change."

The man waited awhile longer and again demanded his change.

"Keep your shirt on," said the Judge; "that change is all right."

Then the tenderfoot became angry and he said some hard things in a loud tone of voice. The Judge watched him get more and more excited and then said calmly:

"If you don't make less fuss in here I'll have you arrested for disorderly conduct."

The tenderfoot only grew more indignant and demanded his change in a louder tone than before. Judge Bean sent out for Sergt. Lindsley of the rangers and told him to arrest the stranger

and bring him into the back room. There the stranger demanded upon what authority he was arrested.

"Upon mine," said the Judge, "I am the only law west of the Pecos, and I fine you \$19.75 for raising a rumpus in my saloon. Your drink was a quarter so that \$20 bill makes it just right. But if you give me any back talk I'll fine you another twenty for contempt of court."

The stranger took in the situation and wisely refrained from saying what was in his mind, although he looked as though he was doing a "big spell of thinkin'."

One night old Roy went out and got on a tear and began to play faro and monte. He lost about \$500. The next day he sent out and arrested all the gamblers in town. When they came before him he said: "Boys I'll fine you enough all around to make up \$500, if you don't kick, if you do kick I'll double the fines."

They didn't "kick;" but they have positively declined to deal for the Judge since then.

On another occasion a man was found drowned in the Pecos at Vinegaroon. Nobody recognized the body and there were no papers to identify it. Forty dollars and a six shooter and belt were on the drowned man. Old Roy held an inquest and fined the dead man forty dollars for carrying a pistol, which he also confiscated.

"He hadn't any authority on him to carry a gun," said the Judge, "and it is against the law to pack one without authority."

The Judge once had a cowboy before him on a charge of killing a Chinaman. He dismissed the case, saying that he could find no law in the state of Texas which had anything to say on the subject of killing a Chinaman.

There was a Mexican running a saloon and dance house in Vinegaroon last fall and he took a good deal of Judge Bean's custom away. The Judge sent a man to the Mexican's place with instructions to raise a row there. The man did so and the Judge promptly had the Mexican arrested for keeping a disorderly house. The next day he held court and asked the Mexican if he wanted a jury.

"No," said the Mexican; "it will be the same thing any way I'm tried."

So the Judge heard the witnesses for the prosecution and then asked the prisoner if he had anything to say in his defense.

"I would like to ask you a few questions," said the Mexican.

"Fire away."

"What is your name?"

"Judge Roy Bean, sir."

"How long have you lived here?"

"Since the Pecos river was dug."

"Ain't you under bond for smuggling whiskey across the Rio Grande?"

This touched the judge on a very tender spot, for he was under such a bond. He scowled at the Mexican and then roared out:

"By God, sir; I am trying you; you are not trying me. I fine you \$100 for contempt of court and \$100 more for keeping a disorderly house and if you kick I'll double it." NAP.

The Quality of Foreign Immigration.

Following the line of thought indicated by Dr. Murdock in his introductory article of your last number I will limit the bounds of this article to a statistical review of the subject of immigration and a few practical suggestions to be drawn from these records.

While such an article may not at first seem as attractive as one of a more newsy character yet it is in fact the foundation upon which the reasoning must be made and will furnish the material out of which the succeeding articles can draw for illustrations and reasoning.

We have no record of immigration prior to 1820, but it has been estimated that between the close of the Revolution and that time about 250,000 immigrants came to the United States. There exist no means of knowing the race divisions of these people, but it is fair to presume that they came chiefly from Great Britain because the wars of the French revolution and of Napoleon must have checked emigration on any considerable scale from the continent of Europe. It is safe to say that from 1783 to 1820 there was no immigration which varied from that of the colonial period. From 1820 to 1855 inclusive 4,212,624 immigrants came to the United States. During this this period the great Irish immigration began and somewhat later, about 1848, the large immigration from Germany. It will be observed that in the one case the immigration was of a people who, although of Celtic origin, spoke the English language and had been associated and intermingled with the English people to a greater or less degree for many centuries, while in the other case the immigration was that of a people of the original and kindred Teutonic stock already largely represented in the American population. Thus neither the Irish nor the German immigration presented anything new and they were both capable of easy assimilation with the English race as the past had readily shown. They constituted merely large and fresh infusions of strains of blood which were already present among the English people both of Great Britain and the United States in a greater or less degree.

From 1856 to 1890 inclusive we received 11,188,556 immigrants. These figures show that the stream of immigration in this country has increased enormously in the last 35 years over the preceding 35 and it is therefore more than ever important to determine its exact composition and quality. If it has continued to flow along the same race lines as that which preceded it then the quality of the people who settled the country and established the government is in no danger of material alteration and we may be reasonably sure that the success which attended that people in the past will, so far as it is dependent upon that quality, attend them in the future. But if there has been or is coming to be a change in the race lines of our immigration, then a question is at once opened which demands the most serious consideration for it is a matter which touches the very well springs of our national life. There can, fortunately or unfortunately, be no doubt on this point for it is certain, as every one knows who has looked at the reports of the treasury department, that new elements have appeared lately in our immigration and in increasing numbers. This being the case the next question is, what proportion do they bear to our old and well recognized immigration made up of people whose akin to us either in race or language.

Some two years ago I investigated this subject and I will now reproduce the table which I then made and which shows the rate of increase in the immigration from the different countries from which it chiefly comes during the two periods of eight years each from 1874 to 1881 and from 1882 to 1889, respectively:

COUNTRIES.	Annual Average.		Perc't diff.
	1874-1881	1882-1889	Dec.
France.....	6,064	4,885	19.4
Norway.....	10,767	16,862	.....
Great Britain and Ireland.....	86,649	145,461	.....
Germany.....	76,416	135,052	.....
Switzerland.....	4,159	7,831	.....
Netherlands.....	2,535	4,847	.....
Sweden.....	18,224	37,730	.....
Denmark.....	4,042	8,663	.....
Austria.....	9,272	21,926	.....
Belgium.....	847	2,023	.....
Poland.....	1,691	4,498	.....
Italy.....	7,893	30,474	.....
Russia.....	5,430	21,567	.....
Hungary.....	2,273	13,101	.....

It will be seen from these tables that the race stocks from which the people of the United States have thus far been drawn and which have readily assimilated with each other are declining, while people from wholly different race stocks with which the English speaking race people have never been called upon to assimilate are increas-

ing enormously. When I made my tables two years ago I was able to say that the immigration from the old stocks, although declining relatively, was still much larger absolutely than that from the new. At the present rate of increase for the last eight months it will soon be impossible to say even this. I give a table showing by races the immigration of the past eight months and for the same period in 1891. It is easy to make a comparison with the average in the first table and such a comparison shows not only that there is a great change going on in the character of our immigration, but this change is increasing in speed.

COUNTRIES WHENCE.	Eight months ending Feb. 28 and 29.	
	1892.	1891.
AUSTRIA-HUNGARY:		
Bohemia.....	4,239	4,953
Hungary.....	17,190	15,524
Other Austria (except Poland).....	16,654	15,527
Total.....	38,083	36,004
Denmark.....	4,049	4,137
France.....	4,282	4,409
Germany.....	65,307	53,640
Italy.....	23,519	30,062
Netherlands.....	2,074	1,618
Poland.....	17,044	13,543
Russia (except Poland).....	56,137	25,027
Sweden and Norway.....	22,600	19,479
Switzerland.....	3,813	3,577
UNITED KINGDOM:		
England and Wales.....	32,163	33,430
Scotland.....	5,980	6,154
Ireland.....	22,299	22,002
Total.....	60,442	61,586
All Other Countries.....	1,2134	10,983
Total.....	309,484	264,065

Besides this race change, however, there is something else to be considered which is of more immediate import, and that is the quality of this vast immigration without regard to race. Has it improved or remained stationary or deteriorated? This vital question is, I think, answered in part by a report of the state department made in 1887 when Mr. Bayard was secretary, and in which our immigration was classified as follows:

Professional.....	31,803
Skilled.....	587,349
Miscellaneous.....	2,052,294
Occupation not stated.....	128,782
Without occupation.....	2,596,188

Taking the table as it stands and throwing out those immigrants with "occupations not stated," it appears that of all the vast immigration during those 14 years 48.1 per cent. or nearly one half, are persons avowedly without occupations or training, or, in other words, unskilled labor of the lowest kind, while professional and skilled labor amounts to only 11.49 per cent. of the whole. "Miscellaneous," which is neither skilled nor professional labor, amounts to 38 per cent. It may be assumed that the same proportions hold good for the three years from 1886 to 1889, and it must be noted also that the detailed tables indicate that the number of persons without occupations increases in a slightly larger ratio than the rate of increase of the the total immigration.

We have also another test on this all important point as to the quality of the immigration furnished by the census of 1890. The bulletin upon "Convicts in Penitentiaries" was prepared by Dr. Wines, the best authority on such statistics. By that it appears that there were 13,715 native born convicts and 14,724 convicts of foreign birth or parentage. Out of a total of 21,173 cases of white convicts no less than 7,267 convicts were foreign born. When it is remembered how very largely the native born population outnumber the foreign born the meaning of these figures can readily be perceived. If we turn now to the statistics of alms houses prepared by the same authority we find that 21,993 were natives while the paupers of foreign birth or parentage numbered 31,702 and the foreign born paupers alone 27,648. Dr. Wines says: "In other words the foreign population of this country contributes directly or indirectly, in the persons of the foreign born or of their immediate decedents very nearly three-fifths of all the paupers supported in almshouses. The disproportion between the two elements in respect to the burden of pauperism is even greater than that in respect of crime. The foreign born paupers alone out number all of the white native paupers whose parentage is known, whether the same be native or foreign. They also equal in number all the white native paupers of purely native origin and the colored paupers taken together."

Among prisoners in county jails 3,048 were native white while the foreign born and those of foreign parentage numbered 6,813. "In other words," to quote Dr. Wines again, "the foreign population of this country contributes, directly or indirectly, in the persons of the foreign born or of their immediate decedants 6,813 to the population of the county jails, or 1,234 more than the entire white population." These most recent statistics throw a strong light on the decline in the quality of the new immigration.

I have shown thus far two things, first that our immigration is changing rapidly as to the races from which it is drawn, and second by the statistics last given that the quality of this immigration is deteriorating and finally that the whole body of immigration is increasing largely and steadily if we look it over a term of years, and is thus by mere numbers, to say nothing of quality, affecting the wages of our workingmen and threatening their standard of living. In view of these facts let us remember that this immigration is influencing every day the quality of our citizenship in bringing to our suffrage vast numbers of people utterly unfamiliar with our habits or political thought and action, and is thus reaching the life

blood of the republic while at the same time it is producing an unending competition with our workingmen and thus tends steadily to reduce the rate of wages. I am one of those who believe that if these facts mean anything they mean that the time has come when this immigration ought to be restricted in order to protect both our citizenship and our workingmen. Congress long since stopped the coming of the Chinese, but it is out of the question to undertake to shut out other races by name. I believe moreover that until other expedients have been exhausted we should not attempt to restrict or exclude immigration by a capitation tax because that is indiscriminate in its operation. We have no desire, at least I think no sensible man can desire, to shut out intelligent and thrifty immigrants who come here in good faith to make a home and become American citizens. But we do desire and we ought, in justice to ourselves, to our country and to posterity, to shut out the undesirable part of our immigration. We have already excluded by law the paupers, the diseased and the criminals. I think the time has now come to go a step further and that we ought to shut out the illiterate! I do not mean to say that this might not work injustice in some cases, but as a rule I believe the exclusion of illiteracy would keep out merely the undesirable part of our immigration. I embodied this provision in a bill which I offered in the last congress and again in this and I have been much gratified to see that Mr. Chas. Stewart Smith, president of the New York Chamber of Commerce, in the April number of the *North American Review*, advocates the adoption of this test at the conclusion of a very able article upon immigration. I have no doubt moreover that the great mass of the American people believe to-day that in the interest of our citizenship and for the protection of our workingmen immigration should be restricted. And yet, "the living tide rolls on," and despite this general and earnest wish nothing is done by congress. I will close what I have been saying therefore with a bit of practical advice as to how the people who believe in restricting immigration can get something done. Stop talking generally about restriction and demand the imposition of some specific test which will exclude undesirable immigrants. If the people who want immigration restricted will demand the passage of some specific law for that purpose they will get it before another congress has time to come and go, and in so doing they will render what I believe is the greatest service that can to-day be rendered to the people of the United States and their posterity.—Henry Cabot Lodge in *Age of Labor*.

That the speed of passenger trains in this country is destined to rapidly increase in the near future seems certain. There is nothing in rail-

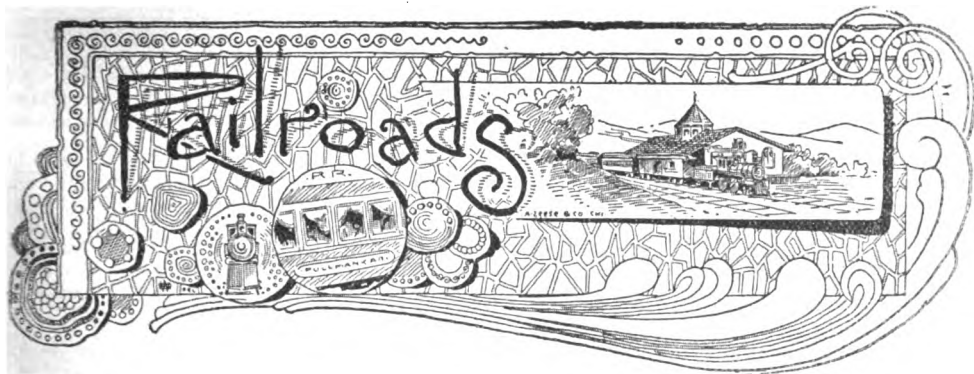
roading that renders such large and quick returns to the management as catering to the wants and desires of the traveling public. Nothing so fully exemplifies this as the immense change that has taken place in the past five years in the equipment of through express trains from the seaboard to the West and Southwest.

The luxury and comfort that can to-day be obtained on one of the many limited trains passing over any of the great trunk lines, is in strong contrast to what was furnished five or six years ago, and it would seem that there was not much room for further improvement in that direction. What the public are now seeking, and what will certainly be furnished, is fast time; and that this is appreciated by railroad managers is well evidenced by the large sums that are now being spent to perfect the roadways of the more important lines.

One word, in closing, in regard to the alleged danger of the fast train. It is most emphatically untrue that it is more dangerous than other trains. Those familiar with the subject will agree that the very reverse is the case. As an eminent English authority writes, "With picked engineers, trainmen and firemen, with the best and newest rolling-stock and the most perfect engines the company possesses, with every signalman and flagman all down the line on the *qui vive*, it is difficult to see where there comes in any special source of danger." And in addition to this, it must be remembered that fast trains, such as are now being run on many roads in this country, would be simply impossible without the vigorous discipline, the constant energy, the keenest exactitude, and the care and attention to the details of the service that is the surest and most effective guard against accidents.—H. Walter Webb, Third Vice-President, N. Y. C. & H. R. R.—*Scribner*.

Theobroma.

The ancients understood what a delicious article the product of the cocoa bean was, for when they came to name the tree on which it grew, they called it Theobroma, or God's food. This is certainly a wonderful tribute to the early knowledge of this now so justly famous article of diet. The Cocoa or more properly Cacao tree is essentially an American product. A peculiar fact in reference to the growth of this article of commerce is, that upon the same tree all at once, are found bud, blossom and fruit and this process continues all the year round. It is true, however, that there are two seasons when a specially large and choice crop is gathered; in June and December. The fruit is allowed to sweat or ferment for a time and is then dried and shipped to Holland, where the best beans are used by Van Houten & Zoon, of Weesp, to make the most delicious and healthful cocoa that is sold on the European and American markets. The problems of making this luxuriant, rich and fatty bean a healthful article of diet were many and difficult, but they were most successfully solved by Mr. C. J. Van Houten, who is the inventor of soluble cocoa, and his process is still by far the best in producing a healthful cocoa, easily assimilated and at the same time most delicious in flavor and aroma. Van Houten's Cocoa, "best & goes farthest," has become a household word in America as well as all over Europe, and wherever it is once tried, it is used always.



Southern Pacific Schedule.

Southern Pacific company—Atlantic system, Louisiana Western extension, Texas and New Orleans, Sabine and East Texas, Galveston, Harrisburg and San Antonio, New York, Texas and Mexican and Gulf, Western Texas and Pacific Railway companies. These articles will govern all officers in the service of the above companies in the discipline and control of all train and yardmen in their employ.

ARTICLE 1—RATES OF PAY IN PASSENGER SERVICE —MAIN LINE.

El Paso division, conductors \$120, brakemen \$65, month's work 6,550 miles.

San Antonio division, conductors \$120, brakemen \$65, month's work 6,590 miles.

Houston division, conductors \$120, brakemen \$60, month's work 5,000 miles.

Louisiana division, conductors \$120, brakemen \$60, month's work 5,400 miles.

Morgan division, conductors \$120, brakemen \$60, month's work 3,600 miles.

Victoria division, conductors \$110, brakemen \$55, month's work 3,700 miles.

Sabine and East Texas division, conductors \$110, brakemen —, month's work 2,300 miles.

Excess mileage pro rata.

ARTICLE 2—RATES OF PAY IN BRANCH SERVICE, PASSENGER AND MIXED.

Eagle Pass branch, conductors \$100, brakemen \$60, month's work 4,350 miles.

Gonzales branch, conductors \$65, brakemen \$55, month's work calendar month.

La Grange branch, conductors \$90, brakemen \$60, month's work 26 or 27 days.

Port Lavaca branch, conductors and brakemen present rate for present work.

Beeville branch, conductors and brakemen present rate for present work.

Harrisburg and Clinton branch, conductors \$80, brakemen \$60, month's work calendar month.

Sabine Pass branch, conductors \$90, brakemen —, month's work calendar month.

Alexandria branch, conductors \$90, brakemen \$60, month's work 3,000 miles.

St. Martinsville branch, conductors \$83.33, brakemen \$54, month's work calendar month.

Cypremort branch, conductors \$83.33, brakemen \$54, month's work calendar month.

Thibodeau branch, conductors \$83.33, brakemen \$54, month's work calendar month.

Salt Mine branch, conductors \$83.33, brakemen \$54, month's work calendar month.

Houma branch, conductors \$83.33, brakemen \$54, month's work calendar month.

ARTICLE 3—RATES OF PAY IN THROUGH FREIGHT SERVICE.

El Paso division, conductors \$90, brakemen \$72.50, month's work, 3,000 miles, excess mileage, conductors 3 cents per mile, brakemen $2\frac{1}{4}$ cents per mile.

San Antonio division, conductors \$90, brakemen \$67.50, month's work, conductors 3,000 miles, brakemen 3,180 miles; excess mileage, conductors 3 cents per mile, brakemen $2\frac{1}{8}$ cents per mile.

Houston division, conductors \$90, brakemen \$60, month's work 3,000 miles; excess mileage, conductors 3 cents per mile, brakemen 2 cents per mile.

Louisiana division, conductors \$90, brakemen \$60, month's work 3,000 miles; excess mileage, conductors 3 cents per mile, brakemen 2 cents per mile.

Morgan division, conductors \$90, brakemen \$60, month's work 3,000 miles; excess mileage, conductors 3 cents per mile, brakemen 2 cents per mile.

Sabine and East Texas division, conductors \$90, month's work 26 or 27 days; excess mileage, conductors 3 cents per mile.

Victoria division, conductors \$90, brakemen \$60, month's work 26 or 27 days; excess mileage, conductors 3 cents per mile, brakemen 2 cents per mile.

ARTICLE 4—RATES OF PAY IN LOCAL FREIGHT SERVICE.

Del Rio and San Antonio division, conductors \$102, brakemen \$67.50, month's work 3,400 miles.

San Antonio and Glidden division, conductors \$90, brakemen \$60, month's work 2,600 miles.

Glidden and Houston division, conductors \$90, brakemen \$60, month's work 26 or 27 days.

Houston and Beaumont division, conductors \$90, brakemen \$60, month's work 3,000 miles.

Beaumont and Lafayette division, conductors \$90, brakemen \$60, month's work 20 or 21 trips.

Lafayette and Morgan City division, conductors \$90, brakemen \$60, month's work calendar month, 26 days.

Morgan City and Algiers division, conductors \$90, brakemen \$60, month's work 26 or 27 days.

Eagle Pass branch division, conductors \$90, brakemen \$70, month's work 3,000 miles.

LaGrange branch division, conductors \$80, brakemen \$60, month's work 1,900 miles.

Victoria branch division, conductors \$90, brakemen \$60, month's work 26 or 27 days.

Sabine and East Texas division, conductors \$90, month's work 26 or 27 days.

Excess mileage pro rata.

ARTICLE 4—A.

Rates of pay, work or construction on all divisions will be as follows: Conductors \$90, brakemen \$60, month's work 26 days of 12 hours. Over-time, conductors 30 cents, brakemen 20 cents per hour.

ARTICLE 5—RATES OF PAY FOR YARD SERVICE.

El Paso division, yardmaster, day, \$110; yardmaster, night, \$90; foreman, day, \$80; foreman, night, \$80; helpers, day, \$75, helpers, night, \$75; 12 hours, calendar month.

Valentine division, yardmaster, day, \$90; yardmaster, night, \$90; calendar month.

Sanderson division, yardmaster, day, \$90; yardmaster, night, \$90; calendar month.

Del Rio division, yardmaster, day, \$90; yardmaster, night, \$70; helpers, day, \$2.10; helpers, night, \$2.10; 12 hours.

Eagle Pass division, yardmaster, day, \$90; helpers, day, \$2.10; 12 hours.

Glidden division, yardmaster, day, \$80; yardmaster, night, \$85; helpers, day, \$2.10; helpers, night, \$2.10; 12 hours.

Beaumont division, yardmaster, \$100, yardmaster, night, \$90; foremen, day, \$65; foremen, night, \$70; helpers, day, \$2.15; helpers, night, \$2.15; calendar month.

Lafayette division, yardmaster, day, \$88.50; yardmaster, night, \$88.50; helpers, day, \$60; helpers, night, \$60; 12 hours, calendar month.

Morgan City division, yardmaster, day, \$88.50; helpers, day, \$60; 12 hours, calendar month.

New Orleans division, foremen, day, \$75; foremen, night, \$75; helpers, day, \$62.50; helpers, night, \$62.50; 10 hours, calendar month.

Over-time, foremen, day, 25 cents; foremen, night, 25 cents; helpers, day, 20 cents; helpers, night, 20 cents.

ARTICLE 6.

Freight trainmen will be called at division or terminal stations one hour and thirty minutes before time is set for departure of train they are to go on, by a train caller who will be provided with a book in which the men called shall enter their names, together with the time they are called. The time of trainmen will begin with the time set for the departure of trains. Trainmen will be called within a radius of three-fourths of one mile of dispatcher's or telegraph office. This radius shall not apply to trainmen at Algiers and New Orleans.

ARTICLE 7—DELAYED TIME.

(a) All delays of over two hours will be paid for at the rate of 30 cents per hour for conductors and 20 cents per hour for brakemen.

When delays exceed two hours the first two hours to be included.

(b) In computing delayed time under this article the time of regular trains is to be taken from current time tables. The time of irregular trains to be computed on a basis of 12 miles per hour.

(c) When trainmen are held waiting for stock cars to be cleaned, bedded, loaded or unloaded, or are delayed on the run, loading or unloading material, they shall receive pay for delayed time at the rates of 30 and 20 cents per hour, respectively, for conductors and brakemen, provided, however, that they arrive at terminals two hours or more late, running time to be determined as above.

(d) When trainmen are required to remain on duty over thirty minutes with their trains on arrival at main line terminals, overtime will be allowed in full, as per above, if all delays, both on run and at terminals exceed two hours. If two hours is not exceeded, allowance for the terminal delay may be made in such special cases as in the judgment of the division superintendent may seem proper.

ARTICLE 8.

That all freight crews on their respective divisions not assigned to regular runs, shall run first in and first out, as they are headed, as at present, except the Louisiana and Morgan division, which are to remain as at present. Freight crews will not be required to make more than two turns be-

fore being allowed to return to division headquarters, provided there are other crews at terminals that have not made two turns.

Freight crews will be given layovers at division headquarters as far as the exigencies of traffic will permit.

ARTICLE 9.

Train crews will be relieved from duty at main line terminals when road engines are detached from train, as at present, except at Valentine and Sanderson, where crews will be relieved upon arrival of the trains.

ARTICLE 10.

When trains for which men have been called are annulled and men relieved from duty, they will be paid for time held, between the time specified for train to leave and the time same was annulled, at schedule rates for overtime per hour or fractional part over thirty minutes, but in all such cases trainmen shall receive pay for not less than three hours, and will stand first out.

ARTICLE 11.

Freight train crews will be allowed regular freight train rates for handling passenger trains or passenger equipment, and regular or extra freight conductors who are not extra passenger conductors, shall receive for passenger service not less than they would have earned had they remained in freight service.

ARTICLE 12.

All runs of one hundred miles or less will be considered one hundred miles, all runs over one hundred miles will be paid for actual mileage made.

ARTICLE 13.

All trainmen will be paid full time for dead-heading.

ARTICLE 14.

Trainmen and yardmen when held as witnesses for the company will be paid for actual time lost and all necessary expenses. Time held attending court will be certified by company's attorney.

ARTICLE 15.

When time is not allowed as per time slip, same to be returned, stating amount allowed. Over-time to be turned in on a separate slip.

ARTICLE 16.

Trainmen and yardmen shall not be required to pay for supplies used in the discharge of their respective duties, or be liable for any other charge, excepting for switch keys and one white and one red hand lantern, and charges for them shall be limited to \$1 each, such amount to be refunded at

the termination of service, upon the return to the company of the property charged for.

ARTICLE 17.

In the event of there being a surplus of men, the oldest in the service of their respective divisions shall have the preference of employment. In case of reduction of crews, brakemen shall be entitled to their guarantee, according to their age of continuous service.

ARTICLE 18.

It is the policy of the company to promote freight conductors from freight brakemen and passenger conductors from freight conductors.

In making promotions division superintendents will consider seniority of service, in other words those longest in service, other things being equal, shall have the preference. When a reduction in forces becomes necessary the company will retain those who have been longest in the service, that is to say, as between those equally honest, sober and capable. But "seniority" is not to be made a cover for short coming of any kind, nor shall this rule be construed so as to prevent the company securing the most efficient service that may be attainable. Each division superintendent is held responsible for the proper performance of all duties devolving upon men working under his supervision, and as he is in the best position to look after the welfare of the company, he shall be the judge regarding the respective merits and qualifications of those working under his directions. If any employé feels that an injustice has been done him by this rule he has the right of appeal to the general superintendent or the general manager.

ARTICLE 19.

No trainmen will be held responsible for cut journals or flat wheels where it can be shown that proper attention had been given them by the crew.

ARTICLE 20.

At all terminals where trains are made up the car inspector will be compelled to test all airbrake cars and see that they are in good order, and that the yardmaster will be compelled to place all airbrake cars ahead as far as practicable. Cars with Miller couplers are to be excepted as far as practicable.

ARTICLE 21.

When yardmasters have a train made up and ready to go they will notify the conductor and will not place any more cars on that train unless the conductor has been first notified.

ARTICLE 22.

Trainmen running into main line terminals where there are no yard crews and are required to

do switching, will be paid for such service at schedule rates of overtime. Any freight, local or extra crew required to do switching at Victoria, will be paid for such service at schedule rates for overtime, any fractional parts of first hour to be considered one hour. Switching in schedule time not to be paid for.

ARTICLE 23.

Freight crews after making two division trips without rest, will be entitled to eight (8) hours rest, if they require it and give due notice thereof except in cases of wrecks and washouts.

ARTICLE 24.

Oldest extra conductors and brakemen shall do all extra running on their respective divisions, but in no case shall an extra conductor receive less than a brakeman's guarantee.

ARTICLE 25.

Passenger brakemen and yardmen can claim no seniority or rights in train service. Freight brakemen or conductors assigned temporarily to passenger or branch service shall not lose their main line rights.

ARTICLE 26.

Trainmen can claim no seniority or rights in yards.

ARTICLE 27.

When trainmen leave the service of the company they shall be given letters showing time of service, in capacity or capacities employed, and cause of leaving service; provided they have worked on division sixty days or more; said letter to be given them within two days of personal application, and to bear office stamp and division superintendent's signature.

ARTICLE 28.

No trainman or yardman will be discharged or suspended without proper cause. In case a yardman or trainman believes his discharge or suspension unjust, he may make a written statement of his case, and forward to division superintendent. In case satisfaction cannot be had from division superintendent, a committee of three trainmen or yardmen in good standing and in company service, shall be designated to meet in conjunction with superintendent of division and place the matter before the general superintendent or proper officers, and without unnecessary delay the case shall be re investigated, and a decision given in less than ten days from the re-hearing. If the trainmen or yardmen are decided blameless, they shall be immediately reinstated and paid for time lost on account of such suspension at schedule rates.

Trainmen or yardmen charged with offenses involving either suspension or discharge, will be advised of the offense in writing, and all parties concerned will be present at the investigation if desired.

ARTICLE 29.

Conductors will be held responsible for position of switches, as per rule No. 117, which will be interpreted to mean that when a conductor does not throw a switch himself he must know that it has been properly set.

ARTICLE 30.

A caboose track shall be built at Lafayette, in east end of yard, in a cool, clean place, and a water plug placed there for the convenience of the crews.

ARTICLE 31.

Yard crews will not do any unnecessary switching with cabooses on any part of the Atlantic system.

ARTICLE 32.

When crews turn at Orange to pick up a train, yard crew will make up the train.

ARTICLE 33.

Distance between Lafayette and Algiers will be considered 150 miles in freight service.

ARTICLE 34.

When conductors and brakemen are allowed twenty-four hours at Algiers and New Orleans and are due to leave between the hours of 7 a. m. and 12 midnight, they will be governed by bulletin board in dispatcher's office.

ARTICLE 35.

All crews on Morgan's Louisiana and Texas division sent out on short rest will be called, and all crews due to leave between the hours of 12 midnight and 7 a. m., whether sent out on short rest or not, will be called. Conductors and brakemen who reside within one-half mile of New Orleans ferry landing will be called.

ARTICLE 36.

No conductor or brakeman will be run out of Algiers with less than 12 hours' rest.

ARTICLE 37.

Yardmen in New Orleans yard will not be required to coal yard engines.

ARTICLE 38.

Trainmen required to coal engines at coaling stations with derricks will receive 3 cents per bucket per man actually performing service.

ARTICLE 39.

Statements showing expenditures of hospital

fund will be posted on bulletin boards at division headquarters monthly.

A committee composed of a representative from each class of employes in the service in company with a medical director, will make annual examination of hospital accounts.

ARTICLE 40.

Conductors will not be required to take out inexperienced men when acceptable experienced men can be secured. Conductors will have the right to object to brakemen for cause, and when objections are sustained by facts will be furnished with other men.

ARTICLE 41.

The use of intoxicating liquors or insubordination while on duty shall be sufficient cause for dismissal from company's service. Trainmen will have the right to refuse to work with or for any man under the influence of liquor.

Atchison, Topeka & Santa Fe Schedule.

TOPEKA, KAS., April 1, 1892.

The following schedules of pay and regulations will govern trainmen on and after this date:

PASSENGER SERVICE—ON RUNS EXCEEDING 4,000 MILES PER CALENDAR MONTH.

DIVISION.	Cond's.	Br'ken	REMARKS.
Chicago.....	\$125	\$60	
Eastern.....	125	60	
Middle.....	125	60	
Southern Kansas.....	125	60	
Southern.....	125	60	
Panhandle.....	125	60	
Western.....	125	60	East of La Junta.
New Mexico.....	130	70	West of La Junta.
Rio Grande.....	130	70	

PASSENGER SERVICE—ON RUNS LESS THAN 4,000 MILES PER CALENDAR MONTH.

DIVISION.	Cond's.	Br'ken	REMARKS.
Chicago.....	\$100	\$55	
Eastern.....	100	55	
Middle.....	100	55	
Southern Kansas.....	100	55	
Southern.....	100	55	
Panhandle.....	100	55	
Western.....	100	55	East of La Junta.
New Mexico.....	105	65	West of La Junta.
Rio Grande.....	105	65	

FREIGHT SERVICE—LOCAL AND MIXED. PER MONTH.

DIVISION.	Cond's.	Br'ken	REMARKS.
Chicago.....	\$90	\$60	
Eastern.....	90	60	
Middle.....	90	60	
Southern Kansas.....	90	60	
Southern.....	90	60	
Panhandle.....	90	60	
Western.....	95	65	
New Mexico.....			
Rio Grande.....			

FREIGHT SERVICE—THROUGH AND IRREGULAR. PER MILE.

DIVISION.	Cond's.	Br'ken	REMARKS.
Chicago.....	3c	2c	
Eastern.....	3c	2c	
Middle.....	3c	2c	
Southern Kansas.....	3c	2c	
Southern.....	3c	2c	
Panhandle.....	3c	2c	
Western.....	3c	2c	East of La Junta.
".....	3½c	2½c	West of La Junta.
New Mexico.....	3½c	2½c	La Junta to Raton.
".....	3½c	2½c	Raton to Las Vegas.
".....	3½c	2½c	Las Vegas to Albuquerque.
Rio Grande.....	3½c	2½c	

NOTE—While three crews run the locals between Dodge City and La Junta, and three crews between La Junta and Denver, \$110.00 per month for conductors and \$75.00 per month for brakemen will be allowed.

Twenty-six or twenty-seven days per calendar month will constitute a month's work in local or mixed service.

BRANCH LINES—LOCAL OR MIXED TRAINS.

BRANCH.	Cond's.	Br'ken	REMARKS.
M. A. & B.....	\$100	\$65	
Osage City.....	100	65	
Independence.....	100	65	
Benedict.....	100	65	
Englewood.....	105	65	
Strong City.....	100	65	
Salina.....	100	65	
Barnard.....	100	65	
Hutchinson.....	100	65	
Great Bend.....	100	65	
Rockvale.....	100	70	
Canon City.....	100	70	
Starkville.....	100	70	
Blossburg.....	100	70	
Magdalena.....	105	70	
Carthage.....	105	70	
Lake Valley.....	105	70	

NOTE—Twenty-six or twenty-seven days shall constitute a month's work except on Osage City, Salina, Barnard, Carthage and Lake Valley Branches, which shall be at above rates per calendar month. This schedule is subject to revision on Canon City Branch should switch engines be employed at Canon City or Florence.

WORK TRAIN SERVICE.

DIVISION.	Cond's.	Br'ken	REMARKS.
Chicago.....	\$90 00	\$60 00	
Eastern.....	90 00	60 00	
Middle.....	90 00	60 00	
Southern Kansas.....	90 00	60 00	
Southern.....	90 00	60 00	
Panhandle.....	90 00	60 00	
Western.....	90 00	60 00	East of La Junta.
New Mexico.....	97 50	67 50	West of La Junta.
Rio Grande.....	100 00	70 00	

Twenty-six or twenty-seven days per calendar month will constitute a month's work in Work Train Service.

Twelve hours or less to constitute a day's work. When conductors act as foremen, \$20 extra per month to be paid.

RULES.

1. On all freight runs of 100 miles or less, requiring more than ten hours to make the run, overtime will be paid at the rate of ten miles per hour for trainmen.

On all freight runs exceeding 100 miles, trainmen will be paid overtime for all time used to complete the trip in excess of an average speed of ten miles per hour at the above rates.

Ten hours shall constitute a day's work for conductors and brakemen in freight service.

2. Conductors and brakemen in freight service, when making doubles, only the single of which is less than 100 miles and the double more than 100 miles, will be allowed 200 miles should the double consume to exceed sixteen hours.

3. When crews of through or local freight or mixed freight trains are required to do switching service at terminal or division stations, they will be paid extra for such service at the rate of ten miles per hour for conductors and brakemen; less than thirty minutes not to be counted, thirty minutes and over less than one hour will be computed one hour, except that on runs which consume less than ten hours, no extra switching service will be allowed until the total time used in making the run exceeds ten hours.

4. Short runs or turn-arounds made within 24 hours, where mileage is less than 100 miles, will be allowed 100 miles.

5. Crews in charge of helper engines between Glorieta and Lamy, conductors will be paid \$100 per month, brakemen \$70 per month, twelve hours to constitute a day's work; overtime after twelve hours, conductors 35 cents per hour, brakemen 25 cents per hour.

6. Freight train crews will be allowed regular freight rate for handling passenger trains or passenger equipment.

7. Freight or passenger crews making extra trips, in addition to their regular assigned runs, will be allowed extra time upon the basis of pay allowed other crews in similar service, except as provided in Article 6.

8. Trainmen required to remain on duty over thirty minutes with their trains after arriving at a main line terminal station, shall be paid at the rate of ten miles per hour.

9. Crews paid on basis of calendar month will not have their pay reduced on account of national holidays, in case their train does not run.

10. In computing overtime no fraction of an hour less than thirty minutes will be counted. Thirty minutes or over will be counted one hour.

11. Crews deadheading under orders will be paid one-half their regular rates, provided that crews deadheading perform no other service on that date, shall be paid full rates for 100 miles.

12. Crews not assigned to regular runs will be run first in first out.

In ordering crews, when deadheading is required, the second crew will run the train, the first crew deadheading. The deadhead crew being ahead of the crew with whom they deadhead on reaching the terminal of the run.

13. Pilots on Raton Mountain and on other helper service will receive \$75 per calendar month; twelve hours constituting a day's work; overtime at 25 cents per hour after twelve hours.

Other pilots to receive conductor's pay according to the division on which they are employed.

14. Where crews are compelled to double hills, such crews will be allowed the extra mileage made; for example if a hill is five miles long, an allowance of ten miles in addition to the length of the run will be allowed.

15. Trainmen will be notified when time is not allowed as per trip report.

16. Main line trainmen will be called at divisional or terminal stations by train caller, who will be provided with a book in which the men called shall enter their names, together with the time they are called. The district within which trainmen will be called will be established by the division superintendent.

The working time of all trainmen will commence within one hour after they have signed caller's book.

17. A crew called for any train that does not go out will be paid at overtime rates at ten miles per hour, until released, and stand first out; except that a crew held over five hours for a train that does not run shall be paid one day and go behind other crews at that point.

Under this article, when a trainman signs the caller's book for the subsequent train, he shall be released from the first train.

18. Any trainman after a continuous service of 16 hours or more, shall, upon a written or telegraphic notice, upon trainmaster or division superintendent, be entitled to eight hours' rest before he is again called for service, except in cases of wrecks, washouts or snow blockades, and provided also, that such notice is given prior to or at expiration of any run. Following crews will have the right to run around any crew laying over for rest.

19. Crews will not be released between terminal points.

20. When crews run over more than one division the assignment of crews to the through runs

will be made as near as practicable on the basis of mileage on each division.

21. No more men shall be employed in the service than is necessary to do work and earn a reasonable average monthly compensation. Whenever, in the judgment of the trainmen, there are too many crews, a committee of trainmen in good standing employed on the division may call the attention of the trainmaster or superintendent to such surplus of men, when the matter will be fully investigated, and if conditions are found to warrant it, a reduction in force will be made, such reduction to be made in order of promotion. Nothing in this article, however, shall prevent the division superintendent from increasing or decreasing force at his discretion. Every employé should understand that it is his privilege and duty to make written appeal to his division superintendent whenever by promotion, reduction or assignment, he deems an injustice has been done him.

22. Trainmen attending court at the request of an official of the company will be paid at the same rate they would have been entitled to had they remained on their run, and, if away from their home station, in addition thereto their legitimate expenses.

23. When a change of division or train runs require trainmen to change their place of residence, they will be furnished free transportation for their families and household goods to their new place of residence.

24. In line of promotion, two brakemen will be promoted from rank of brakemen, according to age on respective divisions, and their ability to assume the duties of conductor.

For every two brakemen so promoted, one conductor may be hired or promoted from the ranks of brakemen regardless of age in the service. Any conductor so hired or promoted shall have at least one year's experience on a steam surface railroad, as conductor, and shall be required to pass such examinations as the rules of the company require.

The rights of all conductors and brakemen shall date from the time they enter the continuous service of the company.

25. When a conductor or brakeman is suspended, he shall be notified in writing the day his suspension takes place, and it shall plainly state the length of time suspended, and for what cause.

26. When trainmen leave the service of the company, they shall be given letters stating time of service, in what capacity employed and cause for leaving the service; the said letters to be given within a reasonable time, provided they have worked on the division 90 days or more; said let-

ters to be signed and stamped by the superintendent of the division.

27. All employés will be regarded as in line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility, and term of service. Superintendents are keeping a record of the employés on their respective divisions, in which is entered their merits, demerits and term of service.

Upon such record promotions will be based.

28. The assignment of trainmen will be made in accordance with the judgment of the division superintendent, according to the provisions of Articles 24 and 27.

29. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause.

In case of suspension or dismissal, if any employé thinks his sentence unjust, he shall have the right within ten days to refer his case by written statement to the division superintendent.

Within ten days of the receipt of this notice his case shall have a thorough investigation by the proper officer of the railroad company, at which he may be present if he so desires, and also be represented by any disinterested employé of his choice. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the general superintendent and to the general manager.

In case of intoxication or insubordination, dismissal will follow without hearing, as above provided.

In case suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost.

30. When conductors or brakemen leave the service of the company of their own accord, they shall not be reinstated.

Leave of absence will not be granted for more than ninety days except in cases of sickness.

31. All vacancies occurring in baggage runs, not controlled by joint service, shall be filled from the ranks of the eligible and competent passenger brakemen, oldest passenger brakemen in service to have the preference on all extra or special runs or excursion trains. When a man is required to take charge of and handle baggage, regular or extra passenger brakemen shall perform the service, oldest man to have the preference.

32. When any passenger or freight conductor makes proper objection in writing to the trainmaster or superintendent against any brakeman under his charge, such brakeman shall be assigned to other service, or dismissed from the service if the circumstances justify.

33. When reasonable notice has been given,

members of general grievance committee will be granted unlimited leave of absence when on committee business.

34. Any employé believing himself to be improperly treated under these rules and regulations shall have the right to appeal to the general superintendent and general manager.

35. No departure from the provisions of this agreement will be made by any party thereto without reasonable notice of such a desire in writing has been served upon other parties thereto.

The articles enumerated constitute in their entirety an agreement between the Atchison, Topeka & Santa Fe Railroad Company and its conductors and brakemen.

All schedules, rules and regulations previously in effect are null and void.

Approved: H. R. NICKERSON,
General Supt.
A. A. ROBINSON,
2d Vice Pres. and Gen. Manager.
Order Railway Conductors.
A. B. GARRETSON,
Grand Senior Conductor.
H. J. STANLEY,
Chairman O. R. C.
Brotherhood of Railroad Trainmen.
P. H. MORRISSEY,
Acting Grand Master.
R. C. SCOTT,
Chairman B. of R. T.

TOPEKA, KAS., March 7, 1892.

To A. B. Garretson, Grand Senior Conductor, O. of R. C., P. H. Morrissey, First Vice Grand Master, B. of R. T., Topeka, Kas.:

GENTLEMEN: In connection with our proposed schedule of rates and regulations to take effect April 1, there were certain matters agreed upon which are not mentioned in said schedule, of which the following is a memorandum:

Two brakemen are to be placed on through passenger trains between Chicago and Kansas City.

The present mileage limit of passenger crews now running over 4,000 miles per month is not to be increased, except in case of fast runs and then in accordance with the conditions of the schedule.

On the Rio Grande division passenger crews are to run between Albuquerque and El Paso, instead of Silver City, and the necessary number of crews to handle the business will be placed on the run between Rincon and Silver City.

Brakemen on Chanute extension, passenger train, will receive \$60 per month.

Western Division passenger crews, running between Denver and Cooledge, to receive highest rate of pay.

Freight runs, Topeka to St. Joseph, to be paid on mileage basis.

Present conditions relative to coaling engines by trainmen to remain in force until other satisfactory arrangements can be made.

Strong City branch, Topeka and Kansas City and Kansas City and Emporia branch local passenger crews to receive \$125 and \$60 per month.

Passenger crews who are now by reason of long runs and continuous service, granted an occasional day or Sunday off, will receive same consideration.

Pay of men on Arkansas City, Purcell local freight not to be reduced by reason of this schedule so long as run remains as it now is.

It should be also understood that in cases of breach of trust, where the general officers are satisfied beyond a doubt, that trainmen are dishonest, they reserve the right to dismiss said trainmen from the service without formal investigation, as provided for in above mentioned schedule. Should the General or Division Officers of your orders question the justice of such dismissal, the management will endeavor to satisfy them that such action is justified. Yours truly,

H. R. NICKERSON,
General Superintendent.

Accepted for the Order of Railway Conductors:

A. B. GARRETSON, G. S. C.

For the B. of R. T.: P. H. MORRISSEY,
Acting Grand Master.

OHIO AND MISSISSIPPI SCHEDULE,

Establishing rates of pay and methods of promotion and discipline governing passenger conductors and brakemen, freight conductors and brakemen and yard switchmen (except Cincinnati, Louisville and East St. Louis), on the main line and Louisville branch of the Ohio & Mississippi Railway Company, as per time card in effect November 22, 1891, and superceding all agreements conflicting herewith.

PASSENGER TRAINMEN.

Between Cincinnati and St. Louis, on trains No. 1, 2, 3, 4, 7 and 8.

One conductor.....\$120 per month
One flagman..... 65 per month

To be run by nine crews, with an additional brakeman on trains No. 1, 2, 3 and 4, at \$55 per month; total of six additional men.

Between Cincinnati and Vincennes, on trains No. 6, 9 and 10.

One conductor.....\$100 per month
One flagman..... 60 per month

To be run with two crews.

Between St. Louis and Vincennes, on trains No. 13 and 14.

One conductor.....\$50 per month
One flagman..... 50 per month
To be run with two crews.

Between Cincinnati and Louisville, on trains
Nos. 15, 16, 17 and 18.

One conductor.....1½ cents per mile
One flagman.....\$55 per month
To be run with two crews.

Between Cincinnati and Louisville, on trains
Nos. 19 and 20.

One conductor.....1½ cents per mile
One flagman.....\$60 per month
To be run with one crew.

Between North Vernon and Louisville, on
trains No. 105 and 106.

One conductor.....\$90 per month
One flagman..... 50 per month
To be run with one crew.

PAY CAR TRIP—FIRST DAY.

Cincinnati to Louisville, and Jeffersonville to
Seymour.

One conductor.....\$3.30 per day
One flagman..... 2.20 per day

Seymour to shops, shops to Flora and Flora to
Cone.

Through freight rates.

OFFICERS' SPECIALS.

One conductor.....\$3.00 per day (12 hours)
One flagman..... 2.00 per day (12 hours)

Extra sections of passenger trains, on passen-
ger train schedules.

Cincinnati and shops, shops and St. Louis, and
Cincinnati and Louisville.

One conductor.....\$3.00 per trip
One flagman..... 2.00 per trip

Trips run on a single freight division.

One conductor.....Through freight rates
One flagman.....Through freight rates

FREIGHT TRAINMEN.

Through freight—eastern division.

Between Storrs and Seymour.

Conductor.....\$2.90 per trip
Brakeman..... 1.93 per trip

Between Seymour and Shops.

Conductor.....\$2.70 per trip
Brakeman..... 1.80 per trip

Between Storrs and Louisville.

Conductor.....\$4.35 per trip
Brakeman..... 2.90 per trip

Between Seymour and Louisville,

Conductor.....\$2.40 per trip
Brakeman..... 1.60 per trip

Seymour to Cochran and return.

Conductor.....\$4.35 per round trip
Brakeman..... 2.90 per round trip

Seymour to Milan and return.

Conductor.....\$2.90 per round trip

Brakeman..... 1.93 per round trip
Vernon to Louisville and return.

Conductor.....\$3.00 per round trip
Brakeman..... 2.00 per round trip

Freight trips not provided for as above to be
paid three cents and two cents per mile (conduc-
tor and brakemen), with twenty miles additional
for turn-round, a minimum of fifty miles being
allowed (the turn-round to be added). Crews to
consist of one conductor and two brakemen.

LOCAL FREIGHT—EASTERN DIVISION.

Between Storrs and Seymour.

Conductor.....\$85.00 per month
Brakeman..... 60.00 per month

Between Seymour and Shops.

Conductor.....\$85.00 per month
Brakeman..... 60.00 per month

Louisville branch, round trip.

Conductor.....\$85.00 per round trip
Brakeman..... 60.00 per round trip

Crews to consist of one conductor and two or
three brakemen, as business demands.

THROUGH FREIGHT—WESTERN DIVISION.

Between Shops and Cone.

Conductor.....\$4.75 per trip
Brakeman..... 3.15 per trip

Between Shops and Flora.

Conductor.....\$2.25 per trip
Brakeman..... 1.50 per trip

Between Flora and Cone.

Conductor.....\$2.90 per trip
Brakeman..... 1.93 per trip

Shops to Vincennes and return.

Conductor.....\$2.00 per round trip
Brakeman..... 1.33 per round trip

Cone to Breeze, or intermediate station, and re-
turn.

Conductor.....\$3.00 per round trip
Brakeman..... 2.00 per round trip

Coal train and construction train.

Conductor.....\$85.00 per month
Brakeman..... 60.00 per month

Freight trips not provided for as above to be
paid three cents and two cents per mile, with al-
lowance of twenty miles for turn-round, a mini-
mum of fifty miles being allowed (turn-round to
be added); crews to consist of one conductor and
two brakemen, except coal train, three brakemen,
when necessary.

LOCAL FREIGHT—WESTERN DIVISION.

Between Shops and Flora.

Conductor.....\$85.00 per month
Brakeman..... 60.00 per month

Between Flora and Cone.

Conductor.....\$85.00 per month
Brakeman..... 60.00 per month

Crews to consist of one conductor and two or
three brakemen, as business demands.

CONSTRUCTION TRAINS—EASTERN AND WESTERN DIVISIONS.

Conductors, if paid by month.....	\$85.00
Brakemen, if paid by month.....	60.00
Conductors, if paid by day.....	3.00
Brakemen, if paid by day.....	2.00

Twelve hours constituting a day's work, and Sundays included in conductor's and brakemen's rate when paid by month.

SPECIAL WORK—PICKING UP WRECKS, ETC.

Conductors to receive 35 cents per hour.

Brakemen to receive 25 cents per hour.

From time train leaves until train arrives at point where sent from. Construction trains to be allowed this rate when working between 7 p. m. and 7 a. m.

YARD SWITCHMEN.

Cochran.

Yard foreman.....	\$70 per month
Yard brakeman.....	50 per month

North Vernon.

Day yardmaster.....	\$70 per month
Night yardmaster.....	65 per month
Yard brakemen.....	50 per month

Seymour.

Day yard foreman.....	\$2.35 per day
Night yard foreman.....	2.35 per day
Yard brakemen.....	2.00 per day

Shops.

Yardmaster.....	\$85.00 per month
Yard foremen.....	\$2.35 per day
Yard brakemen.....	2.00 per day

Vincennes and Flora.

Yardmaster.....	\$75.00 per month
Day and night foremen.....	\$2.25 per day
Day and night brakemen.....	1.90 per day

Sundays to be divided between all crews, at Shops.

EXTRAS.

1. For "deadheading," on freight or passenger trains, conductors and brakemen (except men standing extra) to receive one-half pay, basis of pay being rate due to the service to or from which deadhead is made; except that conductors deadheading over the road to take the place of a conductor getting a lay-off for his own convenience, either going to take a run or returning, shall receive no pay.

When caboose is deadheaded over road on freight train, one man to be sent with caboose, and, if practicable, balance of crew to be provided transportation and sent on passenger train; otherwise all go on caboose.

When an engine and caboose are run light on passenger train schedule, rate of pay to be two-thirds of freight trip rate; when run on freight schedule or extra, rate to be full freight trip rate. Men to be run on passenger schedule ONLY when

quick time is needed to get crews around and when crews are not liable to be delayed at the turn-round.

2. All men paid by the month, when performing additional duties to those for which the monthly compensation they receive provides, shall be paid for such additional work at the agreed rate.

3. Employees attending court as witnesses for the company, to be allowed time lost by so doing, with reasonable expenses; it being understood that trainmen returning and having to wait for their caboose or crew can be used in extra service until their turn comes.

4. When a train is annulled after trainmen have reported for duty, and their services are not otherwise required, each man shall receive twenty-five miles at agreed rate, and stand first-out. In case of being notified of train annulled before they report for duty, no time will be allowed.

5. When freight crews are delayed at terminals after they have been called, and such delay amounts to two hours or more, from time train was marked up to leave, conductors shall receive thirty cents per hour, and brakemen twenty cents per hour, for whole time delayed, less thirty minutes; but if delayed time is less than two hours, no allowance to be made.

6. Extra mileage allowed for turn-rounds to apply only where turn-round is not at the end of a freight division.

PROMOTIONS AND DISCIPLINE.

7. Vacancies in ranks of passenger trainmen to be filled from ranks of freight trainmen when possible. Flagmen on passenger trains who have been promoted from freight service do not forfeit their rights to promotion to the position of freight conductor.

It is to be understood that with taking effect of this agreement there shall be a grading made of passenger brakemen, and seniority, record and ability shall govern.

8. Vacancies in ranks of freight conductors will be filled by promotion from the ranks of freight brakemen, according to ability and age in service, except that for every two brakemen promoted one experienced conductor may be hired as a conductor or promoted from the ranks regardless of age in service.

Conductors hired under this rule may be temporarily employed as extra brakemen, pending vacancy to be filled by him, and will not be considered an experienced conductor unless he has had at least one year's experience as a conductor.

9. Yard brakemen to rank with extra road brakemen and be eligible for road service when so desiring.

10. All promotions, either in service or runs, shall be by seniority in service of the O. & M. company, other qualifications being satisfactory, except that intemperate habits or lack of education necessary to write up all reports required of conductors and yardmasters correctly, shall be considered a bar to promotion.

11. From time to time, a list of trainmen eligible to promotion in any road service or run, will be posted, and such employes will apply to the trainmaster for examination. The applicant who passes the most satisfactory examination shall be considered the next in line for promotion; it being agreed that the applicant, if he so desires, can have present at the time of examination a brother employe, each applicant to be examined separately. In case of a failure, the applicant shall be given an explanation stating on what points he is deficient.

12. Passenger and freight crews to run first in first out, where practicable. Freight crews standing in order on list for regular schedules, their sections and extras.

13. Passenger brakemen going into freight service to come in with extra or regular freight brakemen, according to seniority.

14. Conductors or brakemen suspended or discharged summarily, to have, within ten days from the date of offense, an impartial hearing, and if found to be not guilty of offense, to be reinstated and allowed full time while laid off; except that, any employe will be dismissed without a hearing in case of intoxication, insubordination or collisions.

15. Trainmen will be required to be on hand and ready for duty at least half hour before their train is due to leave. A caller will be provided at terminals for crews of through freight, their sections and extras (except crews of regular runs) and crews will be called as nearly as practicable one hour before train is due to leave. Trainmen must acknowledge time they were called by signing book which caller will carry.

16. Trainmen not able to take their runs must give ample notice to avoid delay to trains; failure to do so, or delaying trains by reason of being late, will be considered cause for suspension.

17. Conductors are held responsible for the conduct of their brakemen while on duty, but in case of complaint, must make same in writing and the case will be investigated, it being understood that should summary action be necessary the conductor is authorized to take same and report to the division officer by telegraph, to be followed by written report to his superior officer.

18. It is agreed that any question arising among the employes governed by this agree-

ment, regarding any article of the agreement, shall be submitted to the company through the committee appointed by such employes. Said committee not to exceed five in number, and one of whom shall act as chairman. The company's representative to whom question is referred, being first the trainmaster of the division where question is raised; if not settled by him, then to the superintendent, and finally, if necessary, to the general manager.

19. In case of change of time card during the existence of this agreement, which effects the runs as herein provided, there shall be added a supplement, a written statement of the understanding between the parties of this agreement, relative to such change.

20. When through freight crews are to be reduced in number, after it becomes a settled fact that business is dull and likely to continue so for a season, reductions shall be made by taking the youngest conductor in the service and giving him regular work braking until the remaining crews can make reasonable wages.

21. These articles of agreement being signed in good faith by the trainmen, through their committee, and by the general manager for the railway company, will continue in force not less than one year from the date they take effect, and can not be changed in any way without thirty days' notice from the party desiring change,

There are in force and effect March 1st, 1892.
The Ohio & Mississippi Railway Company by
J. F. BARNARD, General Manager.

J. R. STANTON,
S. E. WILKINSON, } Committee.
WM. WALL,

A Salutation.

We met, clasped hands and said the common things

That friendliness requires, and went our way,
Not glad or sorry. If we thought at all,
It was perchance we might have better spent
This precious time in reading the new book,
Or following the subtle thought inspired
By this or that. Ah, me, what little time
Is left for books in this o'ercrowded world!
And musing thus, we lift our eyes and meet
A stranger's. There is no call for greeting.
And yet the printed page has lost its charm;
For something subtler, sweeter than the thought
We were so jealous of, holds us in thrall.
Spirit hath spoke to spirit without words;
Two souls have met in salutation true,
An introduction for eternity.

—Eleanor Kirk.



Mutual Benefit Life Insurance—Forfeiture of Rights—Restoration—Statement.

The plaintiff in error is a mutual life insurance company, incorporated under the laws of Illinois, and doing business in Kansas. July 24, 1888, said company executed and delivered to S. W. Jameson, husband of the defendant herein, a benefit certificate, by the terms of which it agreed, upon certain conditions, to pay to said Mary J. Jameson the sum of \$2,000, upon the death of her said husband. The said S. W. Jameson died in September, 1888. Suit was begun on said benefit certificate by the wife and beneficiary therein on the 6th day of February, 1889. June 14, 1889, the cause was tried by the court and judgment rendered in favor of plaintiff. The association appealed.

Held, That where a member of a mutual insurance company is suspended for non-payment of assessments, and neglects during his lifetime to secure his reinstatement in accordance with the terms of his benefit certificate and the provisions of the order, his restoration to membership cannot be effected after his death by payment of the sum due from him to the company at the time of his death, though the period within which, if alive, he could have secured his reinstatement has not expired. Judgment reversed.

Modern Woodmen of America vs. Jameson, Kan. S. C., March 5, 1892.

NOTE.—The evidence and finding by the trial court in this cause presents a very interesting statement of facts. It is shown that the association has a head camp, having supervision over local camps, with power to make assessments upon members to pay benefits upon the death of members, which are collected through the local camps. The head clerk is the chief recording, corresponding and financial officer of the fraternity.

Each local camp has a local clerk and accounting officer, with power to collect assessments and reinstate suspended members. It is also his duty to notify any member of his suspension by mail, and inform him of the necessary requirements to effect a reinstatement.

On August 7, 1888, the local clerk of the insured's camp handed to the insured a written notice of an assessment duly made by the head camp, with the inscription: "Be sure to pay this before September 1st." This assessment was not paid during August. On September 20th said Jameson died instantly, of paralysis of the heart, while in apparent good health, and employed at his usual vocation. He was found by his wife, who, supposing him to be in a swoon, called in help and thereby the report was started that he was dangerously sick. The same evening his camp was in session, and the local clerk, among other duties, was receiving assessments. A member having heard said report about Jameson hastened to the camp hall, and informed the clerk that Jameson was dangerously sick, and asked if his assessments were paid. The clerk produced the duplicate assessment notice and stated that it had not been paid and that he would receive the money. Thereupon said member paid the money and the clerk indorsed the receipt in the usual way, and handed it to the member, who in turn gave it to the wife. The clerk, at the time he received said payment, supposed said Jameson to be dangerously sick, as he was then informed. He was, however, dead, and had been for about fifteen minutes, although that fact was unknown to both the member who paid and the clerk who received the dues. The money was forwarded to the head camp, which camp immediately returned the same to the local camp. By reason of the "No Notice of Suspension" having been given said Jameson, except as stated in the assessment notice that "if it is not paid before September 1st, 1888, you will stand suspended from participating in all the financial benefits of this fraternity until you become reinstated," the trial court, as conclusions of law, found as follows: "(a) That Jameson was not at the time of his death suspended from said order, no notice of suspension having been mailed to him as required by the by-laws. (b) The money was paid and received in good faith, in ignorance of Jameson's death, but after full knowledge of all the facts defendant retained, and still retains, the same, and

is thereby estopped from asserting a forfeiture, if forfeiture had occurred. (c) No assessment having been made, and no showing offered of the amount that would be obtained thereby, the defendant is liable for the sum of \$2,000 named in said certificate, with interest. The Supreme Court promptly and justly reversed these conclusions of law as being erroneous. The payee and the clerk well knew that Jameson stood suspended, and both knew that he could not be reinstated at a time when he was dangerously sick. How, then, could the money have been paid and received in good faith? This attempt at reinstatement amounted to little less than fraud, or attempt at fraud, upon the company. The very object of reinstatement, like that of the original insurance, was to insure against death. But Jameson had been dead 15 minutes before payment. It is evident a dead man cannot be reinstated. And if alive, he could only be restored to his membership by showing that his health was not impaired. But prior death is wholly inconsistent with any idea of restoration to membership, and this is one of the most remarkable cases on the subject found in the legal records of the day.

Mutual Benefit Insurance—Notice of Assessment—Pleading—Evidence—Objections Sustained—Presumptive Proof of the Necessity to Assess.

The evidence showed that the insured member died on the 5th of February, 1885, and the plaintiff, who is the beneficiary named in the certificate, brought this action to recover the sum stipulated to be paid in the certificate in case of death. The contract provided that upon "receiving notice of an assessment each member shall at once pay the amount to the secretary of the section to which he belongs. If any neglect, for 30 days after notice, to pay said assessment, he shall stand suspended from that class of the endowment rank for which said assessment was made, and shall forfeit all claims upon said fund belonging to that class; and the fact of such suspension shall be reported to the supreme secretary upon the remittance blank; provided, that any member thus suspended shall have the privilege of regaining his rights in said class within three months by passing a new medical examination, and paying all assessments that may have accrued up to the time of reinstatement."

The order defended on the ground that an assessment on November 22d, 1884, was duly made in pursuance of the laws covering said endowment rank upon each member thereof; that said notice of assessment was given to and received by the plaintiff's husband, together with a notice that

a failure to pay said assessment by December, 1884, would forfeit membership, and all claims upon the fund of his class.

It was in evidence that the secretary personally requested him to pay, but was told that he intended to pay no more assessments, and stated to the secretary that the lodge should suspend; and accordingly after the expiration of 30 days, he was declared suspended for non-payment, and no dues or assessments have since been paid.

The plaintiff's counsel objected to this evidence upon the ground that the defendant order had not yet shown that any such assessment was regularly made, or that it was necessary to be made, according to the laws of the order. The court sustained the objection, excluded the proof upon the ground stated, and gave plaintiff judgment.

On appeal the court held, that where the laws of the order provided that "after paying a benefit, there remained in the fund belonging to the class of which the deceased was a member a less sum than is sufficient to pay a benefit in that class, the supreme secretary shall immediately notify the secretary of each section to collect and forward to him an assessment of \$1.10 from each member of said class, which must be paid within 30 days." Hence, whenever, after the payment of a benefit, the fund becomes depleted, so that there is not enough to pay another benefit, the by-laws provide for an assessment. Therefore, neither the amount or the time of payment was uncertain or subject to the discretion of the secretary. The only fact to determine was whether there was on hand in the proper fund sufficient to pay another benefit, and if there was not, it then became his duty to send the notices of the assessment to the secretary of each section for service upon the members. Such notice from the supreme secretary was presumptive proof that the assessment was necessary. Judgment reversed and new trial granted.

Demings vs. Supreme Lodge, K. of P. of the World, N. Y. C. A., March 22d, 1892.

Change in Contract—Assent—Waiver—Rescission.

This was an action in *assumpsit* brought by Barbara Margut, for the use of Bartholomew Margut, against the defendant aid society, to recover assessments paid upon a certificate upon plaintiff's life, payable to Bartholomew Margut, her son.

Several years after the certificate was issued, the society changed plaintiff's membership from division A. to division D. Hence, the theory of her suit is that this action of the society constituted such a breach of its contract with her as would entitle her to rescind the contract and recover back the assessments paid on it. From a non-suit she appealed.

Held, That where a member of a mutual benefit insurance company continues to pay his or her assessments for more than three years after receiving notice that the classification of his membership has been changed, he or she will be deemed to have assented to the change, and cannot rescind the contract on account of it. Judgment in non-suit sustained.

Margut vs. U. B. Mutual Aid Society of Pennsylvania, Penna. S. C., March 28, 1892.

NOTE.—The by-laws and constitution of such associations usually provide for, and empower the proper persons to make necessary changes in the classification of its members, and it is presumed this is no exceptional case. If such changes are made in a regular way the courts universally hold that the members are bound by it.

Mutual Aid Insurance—Fund—Distribution by Will—Foreign Court.

In this case the evidence showed that in 1885 the association issued to complainant's husband a certificate payable to his wife, if she survives him, if not to his children. Two years later he obtained an additional certificate payable to his wife and children. In 1891 he executed a will bequeathing to his wife one-half of his life policies for her life and widowhood, and after her decease, to be given to his surviving children share and share alike. In an action to determine the rightful distribution the court,

Held, Under the Rev. Statutes of Ontario, the act to secure to wives and children the benefit of life insurance, as amended 51 v. and 53 v. applied to this case, holding that the wife was entitled to one-half the sums payable under the certificate mentioned and first issued, for life, and the other moiety was untouched by the will, and went to her absolutely; while as to the second insurance certificate, the wife was entitled to one-half for life and widowhood by virtue of the will.

In relation Mason vs. Cameron, Chancery Division, Canadian High Court, March 9, 1892.

Mutual Benefit Insurance—Insurance Interests—Change of Beneficiary.

1. When the charter of a benevolent association does not require the beneficiary of a certificate of membership to have an insurable interest in the life of the member, and the member himself makes the contract with the association, the beneficiary in an action on the certificate need not allege an insurable interest.

2. The beneficiary of a certificate of membership in a benevolent association has no vested right in the certificate before the death of the

member on whose account it was issued; and the right of the member to change the beneficiary without the consent of the beneficiary is not affected by the fact that the beneficiary has paid the assessments and has possession of the certificate.

3. Where neither the constitution nor by-laws of the benevolent association prescribed any formalities for the change of beneficiary, the designation of a different beneficiary who should hold the fund in trust for certain legatees in the member's last will, formally executed and duly probated, wrought an effectual change of beneficiary. Judgment reversed.

Masonic Benefit Ass'n of Central Ill. vs. Bunch et al., Mo. S. C., April 28, 1892.

Legal and Legislative.

Transferable Mileage Tickets.

In the closing session the Ohio Senate defeated the bill passed by the House making railway mileage tickets transferable, and requiring that they be sold at two cents per mile. The bill will be reconsidered and carried over to the next session.

In the National Congress the House committee has decided to report favorably the bill introduced by O'Neill, of Missouri, providing that nothing in the interstate commerce act shall prevent the issuance of joint inter-changeable 5,000 mile tickets, with special privileges as to the amount of baggage carried not to exceed 250 pounds.

Railroad Passes—Foreign Court.

It has been decided by the Supreme Court of Canada that an elector who accepts a railway pass is not entitled to vote in an election. The unseating of a member of the legislature on that ground was upheld.

NOTE: If the same rule applied in the States few members of any State Legislature would retain their seats.

The Massachusetts Senate, by a close vote, defeated a bill to regulate the hours of labor among railroad employes. After amending so as to except from its operation ticket agents and railroad clerks, the House passed the bill. It provided that ten hours work in eleven consecutive hours should constitute a day's labor in the operation of all roads incorporated in the State. Provisions for cases of actual necessity, accident or delay were made in the bill.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

Thoughts.

All worlds are thoughts, all thoughts are worlds;
In every brain there lies
Concealed the scheme of every star,
That lights the evening skies.

The thinker need not look without
To find creation's plan;
The life, the form of all the worlds,
Perfigured, dwells in man.

And all within and all around
As voice and echo blend;
All human thoughts take shining forms
And unto outness tend.

Man in his earthly stage is but
The moth in his cocoon;
Joy that the circling web of time
Must lose its tenant soon.

Man sleeps to dream; his dreams unfold
Their white celestial wings,
And bear him where the spheres of heaven
Unwind their shining rings.

O gentle death! O gentle dream!
How sweet your mind control!
Ye doth unbar the body's gate
For the departing soul.

—L. T. Harris.

Burning Drift-wood.

O ships of mine, whose swift keels cleft
The enchanted sea on which they sailed.
Are these poor fragments only left
Of vain desires and hopes that failed?

Alas! the gallant ships, that sailed
On blind Adventure's errant sent,
Howe'er they laid their courses, failed
To reach the haven of Content,

And of my ventures, those alone
Which Love had freighted, safely sped,
Seeking a good beyond my own,
By clear eyed Duty piloted.

Take with you, on your Sea of Dreams,
The fair, fond fancies dear to youth,
I turn from all that only seems,
And seek the sober grounds of truth,

Heap high my hearth! No worth is lost;
No wisdom with the folly dies,
Burn on, poor shreds, your holocaust
Shall be my evening sacrifice!

Far more than all I dared to dream.
Unsought before my door I see;
On wings of fire and steeds of steam
The world's great wonders come to me.

And holier signs, unmarked before,
Of love to seek and power to save,—
The righting of the wronged and poor.
The man evolving from the slave.

And life, no longer chance or fate,
Safe in the gracious Fatherhood.
I fold o'er wearied hands and wait,
In calm assurance of the good.

And well the waiting time must be,
Tho brief or long its granted days,
If Faith and Hope and Charity
Sit by my evening hearth-fire's blaze.

I know the solemn monotone
Of waters calling unto me;
I know from whence the airs have blown
That whisper of the Eternal Sea.

As low my fires of drift-wood burn,
I hear that sea's deep sounds increase.
And, fair in sunset light, discern
Its mirage lifted isles of Peace.

—Whittier in *Independent*, Jan. 2.

Success.

The stoutest ship may breast the gale,
And still be driven back;
What though to reach the port she fail,
Shall we declare she could not sail,
Because she had to tack?

When storms belate and plagues impede,
When aches and ills betide,
Ambition's goal may not be won—
Yet hast thou bravely, nobly done
If thou hast bravely tried.

"He nobly does who nobly dares"
When trials sore oppress
Whose perseverance naught can shake,
Though failure follows in his wake,
His failure is success.

The fiercest battles are to fight,
The strongest forts to scale,
Sometimes the bravest heroes fall,
Sometimes the truest lives of all,
Are lived by ones who fail.

—Myron Hanford Veon in *Pittsburg Dispatch*.

ST. JOSEPH, Mo., May 3, 1892.

Editor Ladies' Department:

Owing to sickness I am a little late with my report of the organization of our Auxiliary Benevolent Division No. 17, St. Joseph, Mo.

We were organized February 9th by Mrs. Loughridge, ably assisted by Mrs. Dill, Mrs. Hartridge and Mrs. Roberts, of Loyalty Division, Creston, Iowa. The following officers were elected: Mrs. Kimball, president; Mrs. Larkin, vice president; Mrs. Foot, secretary and treasurer; Mrs. Sims, senior sister; Mrs. McKeeby, junior sister; Mrs. Rose, inside guard, Delegate to June convention at Philadelphia Mrs. Ibe; alternate, Mrs. Sims.

We had 23 charter members and have been adding to our membership every meeting since.

Ever since our organization we have had the support and encouragement of the brothers of Division No. 141, Order of Railway Conductors. Fully appreciating their kindness, the sisters, at a merry gathering of conductors and their families, in the O. of R. C. hall, April 13th, presented Division No. 141, with a handsome altar cloth, composed of the emblematic colors of the Order, red, green and white. It was a complete surprise to the brothers (fully demonstrating the fact that ladies can keep a secret), but they were equal to the occasion, and speeches were made by members of Division 141 and visiting brothers.

After the presentation refreshments were served and with music and a social good time, the even-

ing passed rapidly, and at a reasonable hour all left for home with the feeling that our first social was a success.

MRS. C. A. RANSOM,
Corresponding Secretary.

April 13, 1892.

Editor Ladies' Department:

On Wednesday afternoon, in the hall of Division 38, corner of Sixth and Walnut streets, in Continental building, third floor, the wives of railway conductors met, under the guidance of the deputy grand president of Ladies' Auxiliary to O. R. C., Mrs. G. M. Loughridge, and organized Excelsior Auxiliary No. 19.

Those assisting from other auxiliaries were Mrs. G. M. Loughridge, Mrs. Wm. Dill and Mrs. Harsh, Creston; Mrs. J. W. Yetts, Mrs. J. W. Kirkhart, Mrs. Milton Rutter, Mrs. D. C. Du Bois and Mrs. J. M. Crail, Ottumwa, Iowa. To these ladies Excelsior extends gratitude and thanks for the appropriate manner in instituting and exemplifying this grand and beautiful work.

Twenty-one ladies were duly obligated and instructed, with the following officers for the ensuing year: President, Mrs. O. F. Johnston; vice president, Mrs. M. E. Rich; secretary and treasurer, Mrs. E. N. Agnew; senior sister, Mrs. Charles Nicholas; junior sister, Mrs. Gordon Fox; guard, Mrs. J. W. Russell; grand delegate, Mrs. Andrew McLees.

Regular meetings are held the second and fourth Wednesdays of each month, at 2:30 p. m.

At the close they were called from labor to refreshment, which had been prepared by the members of Division No. 38, and was made, if possible, more enjoyable by the mandolin trio's discourse of sweet music, comprising vocal and instrumental selections.

No further praise is necessary, as the members of this Order are noted throughout the land for their genial ways and generous hospitality.

MRS. E. N. AGNEW

Why Do We Call It Death?

"Why make ye this ado and weep, the damsel is not dead, but sleepeth."

That is what Christ said on one occasion, and when called to the weeping sisters of Lazarus he said to His disciples: "Our friend Lazarus sleepeth." Why do we call it death? "What seems so is transition." And especially Christian people, who speak of the "other sphere" as "home." "Why make ye this ado and weep" when the loved one has only "gone home."

There is no death; all is life. When the frost sears the leaves and grass and flowers we do not call them dead; just sleeping to awaken with the

spring. *Nothing ever dies. It may change, but not die* Just now the lovely verses of J. L. McCreery come to my mind.

There is no death! The stars go down
To rise upon some fairer shore;
And bright in Heaven's jeweled crown
They shine for evermore.

There is no death! The dust we tread
Shall change beneath the summer showers
To golden grain or mellowed fruit,
Or rainbow tinted flowers.

The granite rocks disorganize,
And feed the hungry moss they bear;
The forest leaves drink daily life
From out the viewless air.

There is no death! The leaves may fall,
And flowers may fade and pass away;
They only wait through wintry hours
The coming of the May.

There is no death! An angel form
Walks o'er the earth with silent tread;
He bears our best loved things away;
And then we call them "dead."

He leaves our hearts all desolate;
He plucks our fairest, sweetest flowers,
Transplanted into bliss, they now
Adorn immortal bowers.

The bird-like voice, whose joyous tones
Made glad these scenes of sin and strife,
Sings now an everlasting song
Around the tree of life.

Where'er he sees a smile too bright
Or heart too pure for taint and vice,
He bears it to that world of light,
To dwell in Paradise.

Born unto that undying life,
They leave us but to come again;
With joy we welcome them the same—
Except their sin and pain.

And ever near us, though unseen,
The dear immortal spirits tread;
For all the boundless universe
Is life—there are no dead.

We quote the following from the *Michigan Patriot* for the benefit of those interested in Nationalism:

"Under Nationalism, when we pick up a newspaper it will not be filled so full of advertisements that our patience will be taxed almost beyond endurance in trying to find the items of real interest.

The women will not be compelled to wash, iron, bake, churn, mop, make beds, get meals, wash dishes, sweep, tend chickens, and cut out, make and mend garments all in one day.

The men will not be compelled to engage in the first vocation that presents itself, whether or not it is adapted to his natural ability. For instance, a natural born editor will not be compelled to be a farmer, merchant or miner; while one whose natural inclinations would lead him to make a success of some kind of manual labor, will not be

induced, by surrounding circumstances, to accept a call in one of the professional walks of life, only to make a complete failure and finally, on account of discouragements, resulting from want of adaptability to his work, to end his own life to get rid of his trouble.

True motherly relations can then be exercised, for the mother, then, instead of being obliged to be a household drudge, tired and weary, both in heart and brain, can find time to minister to the needs of her offspring, and can truly enjoy the little angels of "light and peace," given us by the Father of all, to guide into paths of wisdom and true developments.

Children born under this form of government, would not in so many instances be robbed of their rightful inheritance which is a perfectly developed spiritual, intellectual and physical organization, by the forced abuses which are endured by the parents years before the child's life is begun.

People will not then be obliged to labor from twelve to sixteen hours out of the twenty-four, to keep starvation from the door, and then if having succeeded in laying by a competency (which less than half of our people succeed in doing), should adversity come, they will not be obliged to accept "charity" in the way of a residence in the poor house, and associations with the low, depressed and immoral.

Under the National form of government, the adage that, "There is only a penny's difference between the laborer and the idler, and the idler gets the penny," wont apply, equal effort and equal reward will then be the rule.

Envy, that arch destroyer of human development, will then vanish, for where the income of all are equal, we cannot command respect and homage because of our superior dress, homes, equipage, etc., but merit alone will win.

Under Mr. Bellamy's system crime will gradually diminish until it will "cease to be." In the first place there will be no glaring temptations held out to the morally weak, to ruin his brother man, by giving him liquid poison that places him in fit condition to yield to all sorts of temptations, and then there will be no selfish ends to be gained by indulging in theft or robbery, for there will only be one source of demand, as well as one source of supply, and all surplus articles, held in possession, not being of value to the government, will have to be retained at the individual's own inconvenience or else given away.

Some people argue that there are objections to "Nationalism." If they will only put on their thinking caps and inform us by what method of reasoning they find perfection in our present system, when one part of our population do all the work and another part receive all the privileges, when one class live in luxury and affluence and another class are either barely comfortable or else in absolute need of everything that renders life sweet and desirable, we will be glad to hear their arguments.

When a universal education, based on true principles, is given to all, we shall have no more ignorant voters, ignorant laborers and ignorant politicians, filling our land with corruption and vice.

Let all who are awake be earnest, watch, work and pray, the right will win. R. J. C.
Springport, Mich."



FRANKFORT, Ind., May 16, 1892.

Editor Railway Conductor:

Brother Blevins, of Division 254, met with a painful accident ten days ago, by having one of his feet mashed so bad it had to be amputated above the ankle. Brother James Smith is also laid up with a bad foot and is expecting to have it amputated above the ankle. He is now at Des Moines, Iowa.

I cannot agree with some of my ex-B. of R. C. Brothers who failed to transfer their membership as per agreement. I had no trouble with mine, and it seems to me as though the Brothers are trying to put the blame on some one's shoulders other than their own for neglecting to do as they were instructed by our secretaries, who were very prompt in notifying us. I cannot see why Brother Clark is to blame for not extending the time, as he is only one of the committee who made the agreement, and for him to think of extending the time would be out of the question and assuming a responsibility which might be objected to by the majority of said committee.

With best wishes for the success of the Order and THE CONDUCTOR.

Yours in P. F.,
J. J. MURPHY.

SEYMOUR, Ind., Mar. 14, 1892.

Editor Railway Conductor:

With many apologies for the long silence of his Division, the undersigned having been elected to the position of correspondent, makes his bow very humbly to the thousands of readers of THE CONDUCTOR, and with many misgivings, for railroad men, the world over, are noted as expert critics and noted kickers, yet if we had all been born editors, and literary people, there would have been none left to run the freight trains, and do the vast amount of "cussin" that seemingly has fallen to the lot of railroad men. Yet with all their profanity, at most times spoken unthoughtedly, manly hearts beat within their breasts, and one and all they are known far and near as a body of men who in time of trouble or distress will hang

on to each other like grim death, and their hands are ever open to charity. Yet, very, very seldom do they get credit for their better nature. Thanks to organizations, their ranks are getting better each year, and rapidly drifting to a better standing in society. Even in our quiet little city where "growlers are rushed" on the sly on Sunday, and when you can't get in, at the front door unless he knows you ministers in the pulpit have broken the record and have prayed for railroad men just like they do for "our soldiers and sailors," and all in all, everything is tending toward making them feel that they are just as good as anybody. Seymour Division No. 301, O. R. C., of which your humble servant has the honor to represent, in these columns, was organized Oct. 31st, 1891, by Brother Wilkins. It is located at Seymour, Indiana, one of the cosiest little cities on the line of the Ohio and Mississippi railway. Our membership numbers sixty-five, and was reorganized from Division 48 of the B. R. C. Many of the readers of THE CONDUCTOR probably have cause to remember some of those composing the latter in days gone by, when each and all were watching movements made by antagonistic members of opposite fraternities. But thanks to the commission and committee, who together effected the consolidation at Cedar Rapids, we are all "in it" now, and realize fully that 'tis good for brethren to dwell together in peace. We have a good working division whose members are very regular in attendance, and who sleep with their boots on ready for business at any and all times. Have met our superiors in several little bouts, generally coming out victorious, except at our last friendly (?) conference, when we got it swiped to us a little, yet still retain our vigor, and ready for anything that turns up.

The Order has exceeded our brightest anticipations, and we are well pleased with its ritual work, etc., yet, believing that the best way to have laws changed is to express ourselves freely through our organ, thus giving our grand officers our ideas, &c. They can't do it all themselves, and 'tis much better to have "our say" in this manner than to be a dummy, and after the con-

vention is over make vigorous kicks that are un-availing. Not wishing to trespass on your time, Brother Wm. D., we will deal out our tirade, and criticisms in small doses beginning in our next.

With kind regards to all Brothers, and an invitation to call on us if in our vicinity on the 2d and 4th Sundays of each month at 2 p. m.

Yours in P. F.,
C. W. M.

ASHEVILLE, N. C., May 6, 1892.

Editor Railway Conductor:

As you and your readers have not heard from 318 since their organization, I guess you can find space in your valuable paper for my short note. We have had a great deal of work to do since our organization as we have twelve more members than we had when organized. You would have heard from us sooner, but as every thing has been working O. K. with us until we awoke one morning not long since to find two of our Brother conductors in jail. Everybody was surprised, and we as Brothers were sick at heart. They were charged with stealing meat in large lots at several times on the Asheville & Spartensburg Division. I will try to explain to our Brothers how the stealing was carried on. According to the evidence given before our court and his Hon. Summey, Esq. Hawkins, agent at Flat Rock, N. C., was connected in the stealing and turned states evidence. He testified that Conductor J. L. Deprato asked him if he could handle a lot of meat; that he (Deprato) had a friend in Asheville who had a lot of meat and if he could sell some of it they both could make a small commission. In a few days he left a lot of meat. He (Hawkins) sold the meat and paid over the money to J. L. Deprato and he received a small commission.

In a few days Hawkins asked Deprato where he got the meat. His reply was you have sold this lot and are as guilty as I and had better keep it up. Several times after meat was left in the depot in large lots. Hawkins testified that he never had seen either of the conductors leave any meat, but when he knew they were coming he would leave the warehouse door unlocked and the next morning he would find the meat in the warehouse. He would box the meat and sell it in boxes. After the first lot he received one half the proceeds. He also testified that Conductor J. D. Moncrief left one lot when Deprato was off. He had charge of Deprato's crew at the time of the stealing. Moncrief was Deprato's flagman. One of the brakemen, John Singleton, was the first to be arrested. He had brought about 1,200 pounds of meat to Asheville and sold it to a colored merchant. He escaped from detective Billy Dever

taking with him Billy's S. and W. agent. Hawkins hearing of the brakeman's arrest and that detectives were working up the case, thought how bad it would look with the striped suit on goes to Asheville and called on superintendent R. R. Bridges, telling him the whole story.

It appeared by the evidence given by some of the parties who bought the meat from Hawkins, that they had bought flour and other articles, but as the indictment only mentioned meat nothing was said about the flour. The other brakeman was put on the stand, but refused to answer any questions—said he was afraid the friends of the conductors would kill him. He was put in jail, but still refused to speak. Justice Summey bound them over to court. The bonds were \$200 each, trial to come off the last Monday in April. They were in jail two or three days. They did not appear for trial—last heard of was in the Lone Star state.

Deprato was raised in Bristol, Tenn., and for some time has been a railroad man on several roads in Texas, and the west. Moncrief was raised in Texas. Has been in this country four years. They both were O. R. C. men in good standing and hold Division cards for 1892. Charges were preferred against them and they were expelled at our last regular meeting.

I regret very much that it is my duty to write an account of this trouble where any of our members were connected, but it is nothing but right that they should be exposed. I hope this will be a warning to our Brothers who handle bulk meat. J. L. Deprato and J. D. Moncrief did not offer any evidence in defense.

Hoping that next time I write it will be on some other subject,

Yours in P. F.,
W. W. BARBER,
Sec. 318..

Helena Div. No. 243, MISSOULA, MONT.

Editor Railway Conductor:

Dear Sir and Bro.:—As we have never had a correspondent to your valuable journal from this Lodge and believing some of the absent brothers would like to know what is going on in this country, I have concluded to give them a few items from No. 242. Business is pretty good upon the Rocky Mountain Division for this time of the year on account of the large shipment of company ties, but we have a large supply of extra men and it keeps them a rustling to make a good average month's pay. It would not be advisable for any more to come this way at present in search of employment, but should any brother come this way he will receive a hearty welcome if he is made of

the right material. Lodge 243 has a fine lot of men, and as their past record shows they are made of the right kind of stuff, and in a recent issue they demonstrated that fact when through the influence of a foreign monopoly, known in Montana as the Missoula Mercantile Company, Supt. S. G. Ramsey, of the Rocky Mountain Division of the N. P. Company was removed, and a rumor circulated that they made the remark that they would make Col. S. G. Ramsey, superintendent, Jim Hill, Jim Burke and Mr. Angavine walk out of town as well as several of the trainmen who took part in a recent election where the Missoula Mercantile Company lost several thousand dollars and for the first time in years took the control of the city of Missoula out of their hands. They started in with Col. S. G. Ramsey, and the employés considering that this insult had been an encroachment upon the rights of American citizenship by foreigners sufficient cause for an investigation. The employés held several indignation meetings at Missoula in which all employés from the section man to the passenger conductors and engineers were present. The result was that a telegram was sent to General Manager Mellen, of the Nor. Pac. R. R., requesting his presence at Missoula, to investigate the case as the men had information which warranted the request, and also requested that Col. S. G. Ramsey be retained in his official position until such investigation was had. Mr. Mellen wired the employés that he would be in Missoula in a few days, but not in time to prevent the change. This did not satisfy the men and they concluded they might as well go together as one at a time. In the meantime Geo. W. Dickinson, assistant general superintendent, was sent to Missoula to try and settle the difficulty. This he did after giving his assurance that Mr. Mellen would be in Missoula as soon as possible and grant an investigation. While Mr. Dickinson's explanation stayed the pending trouble the employés still believe the Missoula Mercantile Company is at the bottom and will find out if the investigation ever comes up, for the boys are expecting Mr. Mullen here every day.

Mr. Ramsey in his official capacity left no stone unturned to make his administration a profitable one for the company and a pleasure for the employés to work under him. He dealt justice to all, and his "motto" was, never kick a man when he is down. This "motto" lived up to by an official could not help to make true and faithful friends along the line even among men who were not directly under him, who regretted to see him removed simply to gratify a sore-head monopoly, which is not by far one of the largest shippers over the Nor. Pac. R. R.

The management of the Nor. Pac. R. R. could do the directors no greater an injustice than removing a man as capable and qualified as Col. S. G. Ramsey from his official position. Col. S. G. Ramsey took this division when it was known all over the country as a stake division, he made this division what it is today by hard work, and an extra man will have to stay here at least 18 months to have a regular job braking. This division was also known as the Smoke and Headlight Division of the Nor. Pac. R. R. as four or five wrecks per week was a common occurrence. In losing Mr. Ramsey from this division the employés lose their best friend and the Nor. Pac. Company a faithful official. The employés expect to give Mr. Ramsey a great benefit before his departure for the east in the shape of a purse, with the good wishes of every employé upon the division. Never in the writer's career as a railroad man have I seen an official leave a road with so many friends and well wishers as does Mr. S. G. Ramsey, of the R. M. Division of the N. P. R.

The passenger conductors are not so well satisfied as they were before the new time card took effect as their lay-over is changed and they have longer runs, therefore longer hours.

Passenger crews on 1 and 2, Helena to Hope, are Dennin, Snedaker, Preston, Grinnel, with lay-over at Helena.

Crews on 3 and 4, Butte to Hope, are Conductors Cunningham, Cleary, Crandal, Reimers, with lay-over at Butte. Conductor Collins on the Garrison swing, White on the Remini branch and Sires on the Marysville branch, Conductor Holbert on the Bitter Root branch, Conductors Doudell and Sawhill upon the Snake run, Conductor Simpkins on the D. & P. branch.

The freight conductors are Nixon and King on Helena Hill. Conductors Prouty, Miles, Hogan, Long, Powell, Connor, Dyson and McGonigal are on the east end, Paul and Munger on local, Conductors Ward and Beohler on Arlee Hill, Conductors Alexander, Clark and Jamieson on fast freight; Conductors Grindell and May on local, Conductors Kilpatrick, Gilbert, Jenkins, Ritzer, Curren, Lavell and Deverger. All are good O. R. C. men but two and they may come in in the near future.

The extra conductors are Fuller, Virgin, Dick, Raymond, Keltenback, McDonald, Cowan, Mitchell, Solean and Murphy. I am sorry I can not put Alfalfa George on the list. He is a good civil service man but the examination was too hard.

I will not take up any more of your valuable time or space but can assure you that No. 243 is in a prosperous condition with applications at every meeting. We have ten or fifteen Order men braking and will write them up in your next if this passes the waste basket.

Yours in P. F.,

No. 243.

Unanswerable Logic.

Editor Railway Conductor:

In view of the length of time that must elapse prior to our next Grand Convention, I submit, for publication in the columns of THE CONDUCTOR the following motion:

Scene—Grand Lodge Room. Time—Session of 1893.

Brother Grand Chief Conductor:

The Brother from Kansas:

If the Grand Division please, I move you that THE CONDUCTOR be now declared the official political organ of the Order, and that the present Editor thereof be elected by acclamation, and that he shall remain and act in that capacity so long as both he and THE CONDUCTOR shall exist;

And that he be now empowered with the full and unlimited authority to dictate the political policy of all the members in the Order, and all who are not members, and further that he be now authorized to appoint a committee of sufficient numbers, (not to exceed one thousand) of big strong men, who shall seize upon all the members of the railway employés club, both individually and collectively, and expeditiously and unceremoniously drag them off to some secluded spot on the front steps of the State House of their respective States, on the Fourth Day of July, at high noon, where at such time and place the political editor of THE CONDUCTOR shall appear with a dangerous weapon (a quill pen) and accompanied by Gillmore's full band who shall play a funeral dirge, such as "Annie Rooney," "McGinty," or some other new and appropriate funeral music of sufficient mournfulness, shall then and there proceed to knock the political liver out of the said members of said "Club" (with his quill pen).

And further, if any one either in or out of the Order, presumes to criticise the past present or future conduct of our most worthy political Editor, there shall at once be a new committee appointed as before who shall then and there seize upon his body and drag him thence to the same secluded spot as before mentioned, where he shall be summarily dealt with in the horrible manner as before designated, as the fate of all members of the detested railway employés club. And further, he shall now be declared free and unsullied from any and all connection with the financial losses which is claimed the Order sustained under the reign of our late ex-Grand Chief Conductor; and if it is true that our political editor was cognizant at the time these losses were being sustained, and was pecuniarily interested in the same, but has since said that he was laboring under a temporary aberration of mind and pocket book, his statement shall now be de-

clared accepted without prejudice and his innocence established on that basis, and if this does not make it clear to any one either in or out of the Order, that any connection which he (our political Editor) might have had with this financial loss, was due entirely to the mental aberration of mind and pocket-book, afore-mentioned: they shall be caused by the above committee (who shall now be declared a standing Committee owing to the press of business) in the same summary manner to appear before our political Editor, and then and there accept any explanation that he in his political sagacity may see fit to make, and further that he shall not be required to tell the same story twice in the same manner, and that after hearing our political Editor's version of this unfortunate financial affair, (which shall now be declared a chestnut) they shall be dragged to the same secluded spot as those who have gone before, and then and there be left to the mercy of our political Editor's spleen, and that if in his magnanimity shall see fit to spare them they shall become and remain his political strikers for ever after.

And further, the political office for which in an "unguarded moment" our Political Editor at the "solicitation" of many politicians became an aspirant, shall now be declared vacant, and he be installed therein, to remain so long as he shall deem it of profit to him; and that if he at any future time desires to represent the 5th Iowa Congressional District in the National Legislature, as predicted, he shall be declared elected by acclamation, by the legal voters of that district without recourse.

And further, that he be empowered to select from among his *intimate friends*, who belong to the anti "soulless corporations" and "per capter" chain gang, a sufficient number to take possession of the vast wealth, and sources of wealth, of the aforementioned "soulless corporations" and in a summary manner proceed to extract the "aqua" from out their stocks, their ill-gotten gains from their pockets, and the life out of their worthless carcasses of the "bloated plutocrats" who hold the bonds and stocks of the aforementioned "soulless corporations" and turn the same over to our Political Editor, (money, lives and all) to be treated and used as his individual property and assets.

And further, that this Grand Division shall be considered a special committee to procure newspaper clippings containing notices of the railway employés club, and members of the Order, and those who are not members, who may at some previous time offended our Political Editor, by not holding the same political views as he,

and for having the temerity to express their views, contrary to his wishes, and that this Grand Division now in session shall set aside and appropriate a sum sufficient to defray the expenses of an *extra edition* of THE CONDUCTOR for the purpose of allowing our Political Editor the opportunity of unburdening himself on the individuals noticed in said clippings and also the papers that have had the audacity to notice them; and if their names shall appear again in a public newspaper they shall have the attention of the standing committee, our Political Editor and his quill pen; or if any one should intimate that there was a number of "Order" men in this neck of woods who believe that our Political Editor is being *well paid* to turn the columns of THE CONDUCTOR into a political grindstone on which "Hon. John Davis, of Kansas," (see April CONDUCTOR, page 163) and other such Honorables(?) may sharpen up their political tomahawks for the purpose of hewing down the gross receipts of the numerous "soulless corporations" that infest our country and burden a tax-ridden people. And that it is their private opinion, publicly expressed, that all such money should be placed to the account of the Grand Lodge, rather than the private account of our Political Editor.

They shall receive a visitation of the standing committee and the rest of the gang.

And further, that if any one should suggest to our Political Editor, (in answer to his editorial on page 207 of the May CONDUCTOR), wherein he says, "in some of our largest divisions not a single copy of THE CONDUCTOR is taken, not *even one* for the division," that the reason why this is so is because he has turned THE CONDUCTOR into a political organ, in the columns of which he assails any and every anybody both in and out of the "Order," *without regard to truth*, who has the temerity to hold and express political views other than those *dictated* by his "royal highness;" or if they were to suggest that it would be more to the interest, credit and decency of the "Order" to publish promptly the obituaries of our deceased brethren rather than to crowd them out and defer their publication (as in the cases of Brother Maltby, of Division No. 11, Brother Murphy, of No. 179, and others,) in order to utilize the space for "roasting" members who were still alive, and had objected to having their political policy dictated by our editor, they shall at once receive a visit from the Standing Committee, and any explanation that our Political Editor may now make for deferring the publication of the obituaries referred to shall be accepted, and the truthfulness of it not questioned; and in the future he shall be allowed to increase the dimensions of THE CON-

DUCTOR, whenever it may become necessary to do so, to the end that he may publish the memorials of deceased brethren *promptly*; and no *important* "personal journalism" (May CONDUCTOR, page 200) or political matter be *crowded out*, and the Political Editor's nervous system prostrated and his bank account affected thereby; and inasmuch as his æsthetic sense has been rudely shocked by the "stereotyped obituary resolutions, with the date of the meeting by which the resolution was adopted," (May CONDUCTOR, page 207,) in the future members of the "Order" must in all instances apply to our Political Editor, who will furnish obituaries on short notice, at unreasonable rates; cash must accompany the order; postage stamps will not be taken in payment for memorial notices.

Or if they should suggest that it was neither good sense nor fraternal for the editor of THE CONDUCTOR to use that organ to publish the personal likes and dislikes (even as he says that *he* is running the paper, and *will* run it as he sees fit) of the editor, and to "roast" members of the "Order" who are honestly working in the interest of their fellow-workmen and brethren, for fear that at some time they might oppose his re-election to the position he now holds, and thereby deprive him of the opportunity of selling the influence of THE CONDUCTOR to some political party, which would enable him to enrich himself at the expense of the honor of the "Order," they shall be subjected to a visit by the standing committee, etc. Now, if anyone shall be guilty of charging any or all of the above (even though it be true) he shall be deemed guilty of an offense and be turned over to the *tender mercies* of our political editor, the standing committee and the quill pen.

And further, that inasmuch as our political editor is afflicted with a malignant attack of diarrhea of "personal journalism" he shall have the free and unlimited privilege of "roasting" Brother Honin, Brother Hall, Brother Rogers, Harry P. Robinson, the "Majah," Cal. Brice, or the author of this motion even, without let or hindrance, at any and all times; and if the attack of diarrhea continues in its present magnitude, he shall have the privilege of issuing THE CONDUCTOR *daily*, if necessary, in order that he may relieve himself, and thereby remove the responsibility of a rush of "gall" to the head; and he is hereby privileged to call them "Molochs," liars, or anything else within his category; and if they or their friends kick, they shall at once be caused by the standing committee to submit to an interview with our political editor and his quill pen.

And further, if anyone should suggest that

there must be "something in it" for the editor when he assails the veracity and integrity of Father Coffin, the friend of the train men, and the champion of their automatic coupler and power brake movement, and takes up the cudgel against Father Coffin in the interest of Jay and George Gould, the millionaire railroad owners, they shall at once be visited by the standing committee, etc.

Now, in consideration of the political intelligence, sagacity and "influence" of our most worthy editor, and the valuable services he is now rendering the "Order" as its political pilot in steering members clear of the rocks and shoals located in the vicinity of "the soulless corporations," which stand as a perpetual menace to the body politic, and is to-day resting with crushing effect on the shoulders of the railway employes which means naught but his utter annihilation and destruction, and recognizing him as the "Mohammed" who will successfully lead us to that "Mecca" of perfect political prosperity and peace.

I now most respectfully urge on this convention the importance and *absolute necessity* of adopting this motion.

Brother Grand Chief Conductor:

The Brother from Pennsylvania.

I wish to second the motion of the Brother from Kansas.

G. C. C.: Brethren, you have heard the motion, what is the pleasure of the division? [Many voices: Question. Question.]

G. C. C.: All in favor of the motion made by the Brother from Kansas will signify the same by the usual voting sign. [All present vote in the affirmative.]

G. C. C.: All who oppose the motion will signify by the same. [Not a vote cast in the negative.]

The Grand Chief Conductor now declares the motion carried, and the grand political mogul, printer, ex-conductor, dictator and politician by solicitation," is duly elected and declared the perpetual political editor of the conductors, "with full power to act" until the "Order" shall be relieved by Divine Providence.

W. M. MITCHELL,
Member Mo. Div. 245.

NORFOLK, Va., May 22, 1892.

Editor Railway Conductor:

For the past ten days I have been trying to find time to give you a brief sketch of the banquet given by R. E. Lee Division No. 205 in honor of our esteemed Bro., C. H. Wilkins, who advised our secretary-treasurer that he would be with us

Friday, May 6, 1892. Accordingly we made all necessary arrangements to give our Bro. and assistant grand chief a hearty welcome. Our committee met the C. & O. train promptly at 12:05 p. m., on which we expected he would arrive, but failing to put in an appearance we continued to meet the various trains by which he could possibly have come until the 9:20 p. m. train over the N. & W. and the last one in. After which we repaired to the St. Elmo hotel in Portsmouth, where we were met by the genial, hospitable and cultured gentleman, Mr. Walter W. Nee, the proprietor, who ushered us into his private dining-parlor, where we found a table elaborately set, groaning under every luxury to tempt and appease the appetite of the most fastidious, which I assure you we did ample justice, although the pleasure of the evening was marred by our not having Bro. Wilkins in our midst, and our worthy host expressed his regrets at not meeting with him. I trust that Bro. Wilkins will not travel on another late train and miss connections, for this is the second time we have been disappointed and you know it is rather a hazardous business running behind schedule time.

Just a little more than one year ago, we were only a handful of faithful workers in this noble work, and it was with difficulty that we could hold a meeting, but by perseverance and untiring efforts we have grown rapidly in numbers until we now have 75 members in good standing. All of whom are good workers wielding an influence second to none in the land, with new members continually coming in. I would like to exhort all Brothers of the great importance of being prompt in attending all meetings, and keeping all engagements, thereby making themselves familiar with the work of the Order as well as being useful members. Hoping this will find favor with you, and a place in THE CONDUCTOR, I remain,

Yours in P. F.,

L. ELLISON,

BALTIMORE, May 26, 1892.

Editor Railway Conductor:

Collins Division No. 5, was greatly surprised at our last regular meeting, on May 17th, by the presentation of a handsome Bible and altar. The division opened at 8 o'clock prompt, and at 8:15 there was an alarm at the door. The proper officer was sent to ascertain the cause, when he reported that there were some ladies who wished to be admitted. Business was suspended and the ladies invited to come in. To our surprise thirty-four ladies filed into the hall. After being seated, little Miss Wilson, daughter of Bro. A. C. Wilson, made the presentation speech, which was

very appropriate for the occasion. Among other things she said the ladies hoped that in the future our division would not keep such late hours as one and some times two o'clock.

Your correspondent takes this method of informing the ladies that we hope the brothers will come home after the division closes, as we believe they can get home before such a late hour, and the division is not responsible for the brothers after they leave the division room, and we hope this will be a lesson to the brothers and that they will take the straight road home after the division closes.

The Bible is a handsome book bound in Turkish morocco, with the words engraved on the back, "Collins Division No. 5, O. R. C." The altar is a handsome piece of walnut furniture, covered with blue plush. The chief conductor replied with a few remarks, welcoming the ladies to the division and thanking them for the beautiful presents on behalf of the division. Bro. J. P. Dukehart also replied to the ladies in a lengthy speech. Bro. Pinne made a few remarks and our worthy secretary had something to say on this occasion.

The brothers were determined not to be outwitted. Three brothers made post haste and ordered ten gallons of ice cream and cake in abundance. In a short time the ice cream and cake arrived and the ladies were treated to all the cream and cake they could eat. After the refreshments were disposed of the ladies sang the familiar hymn, "Nearer My God to Thee." Our musician played the organ. This occasion will never be forgotten by Collins Division and everybody present was happy and the affair was enjoyed by all. The ladies retired about 10 o'clock, when the division resumed work, initiated six new members and closed as usual about 12:30 a. m.

Your Brother in P. F., L.

BENNETT, Pa., May 29, 1892.

Editor Railway Conductor:

At a regular meeting of Anchor Line Division 217 the following was passed:

Resolved, That Division 217 heartily endorse the action of the Grand Officers in regard to the C. P. strike, and congratulate them on its successful termination and the able and fearless manner in which it was conducted.

At the last regular meeting of Anchor Line Division 217, under the head of Good of the Order, when all brothers were through speaking, our worthy chief, Bro. E. R. Emery, brought from hiding a box. Upon opening this box it was found to contain a very handsome album, with our worthy chief's photo, which he presented to the division, asking all brothers to deposit their

photos in the album. Bro. Emery was commented very highly in his choice of this little token of love and will long be remembered in the history of Anchor Division 217, O. R. C.

The S. and T. of 217 has taken a partner in life. Many happy days, Bro. Baird. The cigars were fine, at least the boys all said they were. Not being a good judge myself of the weed, we will take it for granted.

Yours in P. F., J. C. H.

CARSON, Nevada, May 26, 1892.

Editor Railway Conductor:

The brothers in the Sagebrush State all being a very uncommunicative lot of chaps, I thought I would let you know that we are all alive and on top. There are six of us belonging to Division No. 195, at Sacramento, which is the nearest division, being 200 miles away. J. J. Bray is a member of Division 21 in the east.

The Virginia & Truckee and Carson & Colorado Railroads are under the same management. The first named is a standard gauge, and the Carson & Colorado a narrow gauge; I believe the longest in the United States, 300 miles.

J. H. McCormack, Jerry Bray and Dan Gillis are handling the punch on the V. & T. Deacon Gale (the papa of all of us, being in the service 35 years), Al. Stock, D. W. Putnam and myself are taking care of the travelers on the C. & C. R. R.

We have R. J. Laws, formerly of the Southern Pacific company, for assistant superintendent. He is one of the brightest of railroaders.

Times are dull, owing to the depression in silver. The officers are all fine gentlemen. The runs are somewhat lengthy; 4,700 miles for a month on the narrow gauge and 3,100 on the V. & T., but the climate of the Sagebrush State is so beautiful that we stand the long runs O K.

Yours in P. F., HARRY E. EPSTINE.

Wilmington Union Meeting.

The meeting held at Wilmington, Del., on the 29th ult., was a largely attended one, all of the organizations being well represented. We clip the following from the *Wilmington Morning News*:

The meeting opened with an overture by the orchestra followed by prayer by Rev. R. J. Stephenson, of Clayton, Del., and the prayer by a vocal solo by John T. Magee, which was heartily applauded.

The chairman of the meeting, S. J. Fisher, then introduced Mayor Willey, who delivered an address of welcome to the visitors.

MAYOR WILLEY'S SPEECH.

He said: "I am glad to have the pleasure of

welcoming you to the city of Wilmington. Especially am I pleased to be among men of such high character as those who compose these various organizations and the people whom they represent.

"I cannot, of course, belong to any of these orders, so I belong to the outsiders. I am one of those who ride; one of those for whose safety you are held responsible. I am glad to have met you, and to be able to assure the public that the men who accept in such great responsibilities are men of sobriety; to tell the public that that good word is one of your mottos. I am not here to make a speech of length. The length of your program prevents that even if I had the disposition to do so, and an engagement to be present at the memorial exercises at the opera house this afternoon also intervenes to prevent any extended remarks on my part. I take pleasure therefore in telling you that this city is at your disposal. The cells of the police department are all locked and the police are asleep.

"I have one thing more to say, and that is to tell the young men among your guests that some of the prettiest girls in this country are to be found in this city of Wilmington, and again bidding you a hearty welcome, and sincerely thanking you for the honor and pleasure of the occasion, I bid you good-bye and God speed in the good work you have undertaken."

Following the address of welcome the chairman announced that Governor Reynolds was unable to be present and announced as the next number of the program a vocal solo, with violin obligato, by Mrs. S. A. Macallister and Miss Jean Macallister. This was a musical treat. Mrs. Macallister's vocal powers are well known and appreciated in this city, but little Miss Jean Macallister yesterday afternoon captured every listener as she drew from her violin the beautiful strains with which she accompanied her mother's voice. The audience applauded rapturously in asking for an encore, but Chairman Fisher shook his head and announced a speech by United States Senator Gray.

The senator was warmly received and in response said in part: "I think if any intelligent person was asked what was the most notable achievement of the nineteenth century, they would answer that the transportation service of the age is its most notable achievement. Indeed it is one of the most notable achievements of any century in the world's history.

The railways of the nation are not only an important part of the nineteenth century civilization, but it is a civilizing influence of great force. It has settled the question of the government of

these United States and has forever banished the possibility of another fraternal war upon our sunny fields, because its bands and cords of steel bind together in inseparable bonds all the states of this great republic.

It is because of the public appreciation of these facts that you are given a hearty welcome to this city. You are welcome, all of you, from the highest to the lowest rank. The generals, colonels, captains, lieutenants and the privates, all of this grand army of railway employes who have been working together to accomplish this one object of union, of bringing together these representatives of your various orders, and of uniting them in the work of bettering this great public service.

These public meetings are of great importance, not only to yourselves, but to the public who are benefitted by your work. In them you appeal to the public; you ask for the cool, calm judgment of the clear-headed, justice-loving American people, between yourselves and those who differ with you in the methods of conducting the great railroads of the country; to them you make the appeal for such improvements as shall not only lessen the danger attendant upon your calling, but shall also increase the safety of life and property when in your custody. The improvements that are being made, the deference and respect you are exacting from all classes of people in railroad corporations and out of them, the success you have achieved in your efforts in your own behalf, prove that the heart of the American people is with you.

The public cannot know what you do in your secret meetings. Perhaps it is not right they should know; but every friend of your Order is hoping that the time is not far away when you will throw wide your portals and invite whoever will to come to your meetings, and thus say openly and without restraint that you have nothing to hide from the public. That you appeal not only to its sympathies, but that you invite criticism and appeal to the judgment of this enlightened Christian people. This is the court of final appeal and you need have no fear of its decision.

The Mendelssohn Quartette, composed of H. R. Triggs, W. H. Garey, W. N. Eaton and W. F. Gist, sang "Peace, It Is I," and were heartily applauded. The audience evinced its appreciation of the musical numbers of the program by the closest attention.

Colonel S. A. Macallister was introduced and made an interesting address, in which he congratulated the railroad men on the success of their organization, and the public on having so great an influence at work in the republic to

withstand the insidious efforts of ignorance and demagogery and their offspring, anarchism and socialism. Colonel Macallister gave some interesting statistics from the census reports of New York, New Jersey, Pennsylvania, Delaware, Maryland and a part of West Virginia, showing the increase of railroad traffic in the last decade.

Following the speech of Colonel Macallister the orchestra gave a selection of popular airs from Sheppergill, and Miss Ida Mask recited "The Moving Armies." The music and recitation were warmly received.

The Hon. L. S. Coffin, ex-railway commissioner of the State of Iowa, was next introduced. He made the most extended speech of the afternoon, and manifested the sympathy for railroad men which has won for him a national reputation as the friend of railway employés.

He said in part: It is not only a duty, but a pleasure to speak on such an occasion and for such a purpose. The object of these meetings is to get this great public which has been so eloquently alluded to to realize its obligation to these railway men.

The recitation to which we have just listened is not only pathetic, but is true in sentiment and fact. It recites one instance of so many of a kind that when I tell you of their number it will seem incredible. The magnitude of the interests involved, the character of those interests make it difficult to decide how best to approach their discussion. The great railway transportation interests may, however, be divided into three classifications: The capitalists on one side, the public on the other and the employés in the center.

In the beginning of this great railway development capital naturally came first. It saw its opportunity—an opportunity for gain—and it sought to take advantage of it. The public realized the advantage of the new methods of transportation and travel and wisely availed themselves of it. The motives of both these classes were entirely selfish. They pressed toward each other, and labor, whose connection with the work of railroads was largely one of necessity, has been squeezed between two great contesting powers. Great things have been done. The railroads are the marvels of modern civilization. But what would be the use of these cords of steel rails, these millions of cross ties, these thousands of locomotives and hundreds of thousand of cars, without the skill, courage and patience of the army of railroad workmen?

The service which these men have given to the public has been at an immense cost of life and limb. The facts of this chapter will be hard ones for the historians of the future to make presenta-

ble to their readers. The figures are amazing. The extent of these figures makes it an almost incredible statement. The figures collected from returns made to the interstate commerce commissioners show that two men are either killed or injured in each hour of the day on the railroads of the United States. These alarming figures do not state all the truth. They do not include such railroads as are entirely within the bounds of the various states, nor do they include all the casualties upon the great railroads of the country.

The horrible truth about all this is that one-half of all the accidents are attributable to one cause, and that a preventable one. This per cent of the railway casualties of the country is owing to the continued use of the old link and pin coupling. To get rid of this source of danger is one of the objects of these railway men's organizations. It ought to enlist the sympathies of every humane person in the country. Every woman and every child whose father is a railway brakeman should join in a petition to the state and national legislature for a remedy of this evil. They should write letters and make personal appeals to senators and members of congress, and assemblymen in the states for pledges to work and vote for a law, operative everywhere, to abolish the old style coupler and brake.

The life of a railway trainman is always in danger. This is a fact so well known that insurance companies will not take risks on their lives. This is another cause for the existence of these orders. The men have been compelled to organize for the purpose of insuring their own lives. And in the last ten years they have paid hundreds of thousands of dollars for death losses, in addition to the benevolent work done with the sick and wounded.

The speaker spoke of the temperance movement among the railway employés, and charged a great deal of it to public indifference; first to its indifference in a social sense, the public judgment being that these men are a hard lot. It is not true, but it requires just such meetings as this, it requires a public display of your manliness and character to disprove it. Overwork is another serious source of intemperance. The weariness the nervous prostration consequent upon long hours and insufficient rest and sleep, makes a terrible temptation to seek the stimulous and fictitious strength afforded by alcohol. It is a part of the work of these organizations to combat this evil, and they are doing it. There are now many thousand railroad employés who wear as a badge of honor the button of the Railway Temperance Association, and the number is growing daily.

The speaker declared that the managers of the leading railroads in the United States were in accord with all these movements for the benefit of railway employes. They heartily wish for the interposition of a law compelling the adoption of all tried and proven railway appliances that will lessen the loss of human life, and they lay the blame for not doing so on the directors, who are more anxious for a large per cent of profit than for the life and comfort of the workmen. He declared that there is no such thing as perishable freight that demand dangerous runs or Sunday work. He also opposed Sunday mail service, and said that all these things could be avoided by the buying of a few more locomotives and cars and the hiring of a few more crews. He also paid a tribute to the management of the Pennsylvania railroad, and said it is the leader in adopting labor and life-saving appliances. He was frequently and heartily applauded.

COLONEL LOCKWOOD.

Colonel William E. Lockwood, of Philadelphia, Pa., delivered an address to the men, taking the place of A. B. Youngson, assistant grand chief engineer of the Brotherhood of Locomotive Engineers, who was unable to be present on account of attending the convention of engineers in Atlanta, Ga. He began by calling J. W. Mackey, chief clerk in the office of the road foreman of the Delaware railroad, to the platform and presenting to him a Smith Premier type-writer.

Mr. Mackey was very much surprised and Colonel Lockwood said for him that he would show his thanks by his actions. Mr. Lockwood told him that if all the good things said about him were true he was worthy to receive all that it were possible to give him. Colonel Lockwood then said of himself that he was known as a locomotive crank and as a kicker at meetings of railroad directors. He favored the use of appliances for the safety of the railroad men. He objected to the power of one man in railroad matters. He called attention to several texts in the Bible, in Genesis, Psalms and Ezekiel, showing the wonderful nature of the human body. He said that labor has a right to organize just as much as capital has that right.

He paid a tribute to George W. Childs, who had been his friend since 1852, and was a friend of labor. The tribute was applauded. At this point the secretary read an invitation to the railway order in this vicinity to visit the Drexel Institute, Philadelphia, at any time. The invitation was signed by President James Macallister, of the board of directors, and sent at the request of George W. Childs. Mr. Lockwood, continuing, said to the women that they taught good cooking in the Drexel Institute.

He paid a tribute to James Whitcomb Riley, who would be to his country, he said, as Robert Burns was to Scotland; and then read a poem upon railroad men by Mr. Riley.

The secretary read a note from J. W. Mackey to the effect that the first work of the new typewriter would be to extend his thanks, his daughter, Miss Jennie Mackey, to operate the machine.

Miss Alice McCracken sang the soprano solo, "Fior de Margherita," by Ardit. She is a young singer, but her effort was well received.

ASSISTANT CHIEF CONDUCTOR WILKINS.

C. H. Wilkins, assistant grand chief conductor Order of Railway Conductors, said he was called upon to represent the Order of Railway Conductors in place of the Grand Chief Conductor E. E. Clark. He added that Mr. Clark could not be present.

He spoke of the organizations of railroad men, which were for their moral, social and intellectual improvement. They make better husbands and fathers when organized. The Order of Railway Conductors was instituted in 1868 and now has about 19,000 members and 335 divisions. It is growing at the rate of 200 a month. He asked if anyone could give a reason why these organizations should not be encouraged.

In this section of the country is a company which endeavors to disrupt all such organizations. It has just effected one of the most outrageous combines that has been made in years. [Applause.] Yet this company denies its men the right to organize. There is no reason why they should not appreciate the great good that has been done to the service by these organizations.

With each organization is an insurance, paying more money for a small expenditure than any other insurance. The men think they know best how to protect themselves in that regard. Some companies undertake to run insurance organizations, taking the money out of the men's pay. The idea of this was to prevent a suit at law in the case of death to the employé. The only objection which might be raised, he thought, is the implication that the men are not capable of conducting business on business principles. They can pay a larger benefit for less money than any insurance conducted by a railroad company.

He said that Sunday was the best day in the week for the men to get together to voice their sentiments. They do their business with the same bible, and they offer prayers just as fervent as others. The meeting has been an educator to the public. For his Order he could say that the interest was fully appreciated.

The Mendelssohn Quartette sang "Let the Lower Lights be Burning," most beautifully.

REPRESENTING THE FIREMEN.

Frank P. Sargeant, grand master of the Brotherhood of Locomotive Firemen, said he came to speak for a class of men who are very essential. He took the audience on a little trip to Jersey City and showed it the Royal Blue train of the Philadelphia and Reading, which has a national reputation. The equipment is complete, but it does not start unless there stands at his post upon the deck of the engine the locomotive firemen. He furnishes the manual labor which furnishes the steam that runs the train and gets it to its destination on time.

In 1873 on Hackensack meadows, N. J., in a cabin dwelt a man and his wife and two little ones. He followed that humble calling of a locomotive fireman. Poverty was his companion. He went down at his post of duty. From his companions arose that God-given charity which is a part of such men. They gave the bruised body a decent burial and provided for the bereaved ones. From that sprang the Order which now has 25,000 members. They are a class of men that need the encouragement of the public. The hospitality of Wilmington is known everywhere, and therefore the mayor's welcome was not necessary. He paid tributes to the previous speakers, especially to Father Coffin and to Colonel Lockwood, who is going to run a train 100 miles an hour."

He then spoke eloquently of those who he said were the closest to the hearts of the men, who were their heroes—their wives, their mothers and their children. The bravery of the man in dangerous moments is due to the fact that at home there is a nobler and braver heart—a wife or a mother.

If the men had the right appreciation of homes and mothers and wives, there would be little need of the introduction of the white button.

He spoke a word to the railway "boys" themselves, by whom it would be a day well spent if they properly appreciated what they heard. They should show that they had received good from the meeting. He spoke for the proper wearing of the white button.

He closed with a beautiful peroration that they would so live that when death came there would come in the world beyond a home of happiness, and they would be remembered by those who remained for kindness of heart and keeping of obligations.

By request "Father" Coffin recited "Our Heroes," by Shandy Maguire, the poet of the brotherhood.

RESOLUTIONS ADOPTED.

"Father" Coffin then read the following resolutions prepared by a committee:

"WHEREAS, The application of power brakes to freight cars to enable the engineer to control freight trains is now past the experimental stage, and

"WHEREAS, The greater safety, not only to the trainmen is so greatly enhanced by such application of power brakes to freight train service that it is now nearly akin to criminal neglect to allow trains to be run without such power brakes; therefore be it

"Resolved, By this union meeting of practical trainmen of all classes—engineers, firemen, conductors and brakemen—in Wilmington, Del., May 29, 1892, that we deem it a duty we owe to our families, to the companies for whom we work and to the great general public, that we in this united capacity request of the railroad corporations that from now on all new equipment and all repaired cars be fitted up with power brakes, so that the engineer can have at all times immediate and constant control of his train.

"Resolved, That we favor and most respectfully ask for such national legislation as will require all roads engaged in interstate traffic to equip all freight cars within a reasonable time with some uniform, safe and automatic system for coupling cars, in order to reduce to the smallest possible per cent. the terrible loss of life and unutterable amount of suffering inevitable to the present system.

Resolved, That we wish to express our appreciation of the great work already done by many of the more progressive roads, and especially by the American Railway Association—embracing as it does 125,000 of the 170,000 miles of the railroads of this nation—in its advanced stand in recommending to all its members to adopt the policy of putting uniform automatic coupler and power brakes upon all new and repaired freight equipment."

These resolutions were adopted without a dissenting voice, railroad officials voting with the others.

Death of Brother Greene.

A rumor having been circulated that Brother Chas. Greene who died recently in Cincinnati was murdered, we print the following letter from Mr. Neilson, superintendent of the C. H. & D., where Brother Greene was employed, written in reply to inquiries made by Mr. Pratt.

CINCINNATI, O., May 13, 1892.

Mr. H. D. V. Pratt, 652 Park Place, Elmira, N. Y.

DEAR SIR—I have your favor of the 10th inst., in regard to the unfortunate death of our mutual friend Charles Greene. Permit me to assure you at the start that there is no truth whatever in the

sensational newspaper reports that were circulated in regard to Mr. Greene's death. We have been very careful over the matter, and have not only satisfied our own minds, but the minds of the authorities in Cincinnati, that it was simply an unfortunate accident. Mr. Greene had been unwell for some time, in fact, he has been badly broken up ever since his wife's death. I don't suppose any one knows better than you or I do, the various troubles the poor fellow has been through, and appreciate the man's feeling and sensitive nature more thoroughly. When I first sent for Mr. Greene to come out here he was the original Charley Greene of old, and continued so until he went to California with his wife something like a year ago, in the hopes that the climate would at least help to restore her health in a measure, if not entirely. Finding that it did not do her any good he started back east with her, and got as far as New Orleans when she died. Then he had to go back to San Diego with the remains, where she was buried. The poor fellow, being almost entirely alone in the world, if not quite so, seemed to be entirely broken up, and had been given to spells of despondency that caused those interested in him to feel uneasy about him at various times. No one ever made friends more rapidly than Greene did, not only with the officers and patrons of the Cincinnati, Hamilton & Dayton road, but also with his brother employes. Every one liked him and respected him. Knowing that he was an old man, they took a fatherly interest in him, and rather looked up to him, as they would a father, and treated him very much this way, and a good many of the younger conductors spent a great deal of the time with him on account of his loneliness and his giving way to his feelings. I don't think I ever saw a man more nicely treated by brother employes than he was, and this he seemed to fully appreciate. On the day of the unfortunate accident two or three of them were with him all the morning. One of them took him over and put him in his room and asked him to lay down, which was his usual custom on account of his age, which was beginning to tell upon him. Greene ran the train that I went into Cincinnati on every morning, and in that way I saw him at least once and more often two or three times during the day. In asking him how he felt, he very often said to me that his head bothered him. This I could understand from the fact that he had lately had an attack of erysipelas in the head; and I imagine, and I think it is of the opinion of all, that he must have had an attack of vertigo, or something of that kind, and tripped at the head of the stairs and fell down. In fact, there is no other explanation to the matter. I have

known Greene very intimately, and been interested in his welfare ever since 1873, when I first went to the Erie, and have had exactly the opinion expressed in your letter in regard to him, and, therefore, have been very much pleased that it was in my power to help him at different times, which I have gladly done. I did not, however, know anything about his family connection, or who to apply to under the unfortunate circumstance. I therefore wired to the relations in California and some of the Erie people to find out all I could. It transpired that the California people, who, I believe, are Mr. Greene's sister and brother-in-law, are the only relatives, and I followed their instructions in sending the remains to California, which was done last Tuesday in charge of two of our conductors, who went through with the body and will attend the funeral as representatives of the Cincinnati, Hamilton & Dayton railroad. Our general attorney, R. G. Marshal, has taken charge of Mr. Greene's effects, and, I think, at the wish of the California parties, will be appointed administrator. The only satisfaction that any of us can feel in the matter is that Greene's death must have been very sudden and almost painless. The doctors tell me that he evidently could not have realized what happened; therefore his end was as quick as it could have been and as painless. You can assure any of his friends that may be interested in the matter that the poor old fellow has had every consideration while alive, and afterwards, that any man on earth could have had, and that he has left as many friends behind in this part of the country as in any other locality, and will be as much missed by them. If there is any other information that you wish I will be very glad to give it to you. I have not had the pleasure of either seeing or hearing from you for a long time and was very glad to get your letter. I trust that you are very well and that the world is dealing kindly with you.

C. NEILSON.

DENVER, COLO., June 7, 1892.

Editor Railway Conductor:

Please make note in THE CONDUCTOR that Denver Division 44 is preparing rooms and making arrangements for the purpose of entertaining all members of our Order who may be in our city during the Knight Templar Conclave, either as members of that body or visitors.

The said Conclave is to be held, beginning on August 2d and continuing to the 9th inst., and it is estimated there will be seventy thousand members and visitors present in Denver at that time. All members of the Order who come to Denver

are cordially invited to call at the office of secretary of Division 44, who will endeavor to make it as cheerful for them as possible, assisted by a strong committee, headed by one of our best known members: J. J. Bresnahan, chairman, U. P. system; J. H. McClure, U. P. system; W. W. Hancock, D. & R. G.; W. B. Piper, A. T. & S. F.; M. E. Sebree, C., R. I. & P.; Geo. Willetts, B. & M. and Geo. Griffin, secretary of Denver Division 44, whose office is in the Beckwith building, 1625 Champa street, room 11.

Denver Division 44, through their secretary, desire to say that the members of the Order throughout the state intend to give all our visiting members a cordial welcome, and the committee of old 44, herein given, will endeavor to carry out the intention of our members.

(Cut this out and save it for reference.)

GEO. GRIFFIN, Sec'y Div. 44.

To The Order of Railway Conductors.

Permit me to return my sincere and heartfelt thanks to the O. R. C. for (\$3,000,) three thousand dollars due me on the policy of my late husband, William Shand, of the Lone Star Division 53 of Denison, Texas. Words fail to express my gratitude to the Brothers of Division 53 for the interest and earnestness shown by them. May God's choicest blessing rest upon each one of you is the prayer of your sincere friend,

MRS. HANNAH SHAND,
Denison, Texas.

Two Reports.

We give herewith two reports which are too good to pass un-noticed. For the first we are indebted to the *Railway Age*, for the second to the *Trainmen's Journal*:

THE BRAKEMEN'S OFFICIAL REPORT.

GULF, COLORADO & SANTA FE RAILWAY, }
GALVESTON, TEX., May 5, 1892. }

To the Editors:

Thinking you might appreciate a sample of the wit sometimes found among railway trainmen, I enclose a copy of a report of the death of a mule in transit, as made to this company by one of our brakemen.

H. S. DOWNEY, G. C. A.

Mr. _____, Trainmaster:

DEAR SIR:—On arrival at G— with train No. 45, on Dec. 31, 1891, the man in charge of a car of stock said to me, "My mule is dead."

"The hell it is," says I.

"Yes," says he.

Not being convinced I looked into the car and found he was telling the truth.

"That is too bad," says I.

"Sure," says he.

Finding the poor mule was quite dead,

I went to our car and then to bed.

It was not long before I was snoring,

And heard no more of the mule till morning.

The man went away with a very long face,

And this is all I know about the case.

Respectfully yours,

_____, Head Brakeman.

THE OPERATIVE'S REPORT.

A railroad that makes use of operatives, as they are pleased to call them, although they are given the title of spotter by every one else, recently assigned a new man to passenger duty and sent him out equipped for service with the customary spotter's blank to be turned in by him at the end of his trip. He made answer to the principal questions in the following way:

No. 1. Did the conductor cancel your ticket?

Ans. Yes; it looked like a porous plaster or a brakeman's meal ticket just before a pay day. Nothing but holes left.

No. 2. Did conductor cancel all other tickets?

Ans. He cancelled everything in sight, including annual passes. He would have canceled the train but the general manager objected.

No. 3. Was conductor uniformed? If not, what part of uniform was not worn?

Ans. So far as I could see, yes. I know he wore a coat and pants, for there was no protest on the part of the passengers. He objected when I asked him to open his coat so that I could see whether he wore a vest and diamond pin.

No. 4. Did conductor note all cash fares on collection?

Ans. Yes, he noted them with a smile that betokened satisfaction and a prospect of being able to provide an umbrella for the proverbial rainy day.

No. 5. Was brakeman uniformed, and if not what part of uniform was not worn?

Ans. Brakeman wore a cap and a defiant air. The rest of his uniform was a study. I think he must be a single man.

No. 6. How many brakemen were there?

Ans. One; but he was doing the work of brakeman, porter and flagman, besides giving his assistance to the conductor.

No. 7. Was car clean and inodorous?

Ans. Can't answer this. I have catarrh.

No. 8. Was car properly lighted, heated and ventilated?

Ans. Car was properly lighted. All the windows open. It got about all the light there was on earth at the time. Plenty hot enough also, 110 in the shade. Ventilation plenty and some left over, which the conductor utilized in ventilating his ideas about spotters.

No. 9. Did any of the crew smoke or drink while on duty?

Ans. Conductor smoked as often as the passengers gave him cigars. The brakeman did not smoke for the same reason. Engine smoked, too. Conductor and brakeman drank copiously from the water cooler.

No. 10. Were all stations distinctly announced?

Ans. I should say so. A window dropped or a seat turned over at every announcement.

No. 11. Were ashes emptied while train was in motion?

Ans. Yes; in the smoker.

No. 12. Any familiarity between conductor and crew?

Ans. None at all. The conductor did not seem so be acquainted with any of them.

Before he could fill in any more answers the train arrived at its destination and he sent in his report. He hasn't been out since.



Lippincott's for June contains a complete new novel, entitled "John Gray," a Kentucky tale of the older time, by James Lane Allen. A strikingly beautiful and interesting story. The scenes and incidents are portrayed in a masterly manner, standing forth boldly, and in strong comparison with much of the literature of the present day. A portrait of the author accompanies the story.

The widely expected papers by St. George Mivart, the leading Christian evolutionist, upon the Darwinian theory, will be begun in the June number of the *Cosmopolitan*. Maxim, the inventor of the Maxim gun, one of the greatest of American inventors, explains how it is possible to build without further discussion a flying machine which will travel through the air at the rate of 100 miles per hour; this without the aid of any gas. Lovers of good fiction will make no mistake in reading Janvier's story. It alone is worth the price of the magazine, while those interested in the labor problem will find in Carroll D. Wright's article some new and suggestive points.

Roswell Smith, late president of The Century Co., is the subject of a number of contributions to the June *Century*. There is a frontispiece portrait, a poem by Edmund Gosse, a biographical sketch by the Rev. Dr. Gladden, an editorial in "Topics of the Time," with brief statements of Mr. Smith's connection with the Tract Society, the Congregational Club, and Berea College, Kentucky.

The leading illustrated article of this number is by Dr. Albert Shaw, whose timely and interesting papers in other numbers on modern municipal governments will be remembered. In this paper he describes the rise of a new metropolis—"Budapest." The paper is brightly and profusely illustrated by Joseph Pennell.

A paper also of timely interest in view of the approaching campaign is Joseph B. Bishop's article on "Early Political Caricature in America," which is illustrated by fac-similes of caricatures which were famous in their day. Some of the

pictures have been made from the original drawings.

"Mount Saint Elias Revisited" is a description by Israel C. Russell, of the United States Geological Survey, of his second attempt to reach the summit of that famous pinnacle. This second expedition was perhaps more eventful. He describes the desolate region seen to the north from the highest point reached on the mountain, and furnishes new data as to the height of the mountain and its position with respect to the international boundary. The article is illustrated from photographs taken during the trip.

In the article entitled "Land of the Living Cliff-Dwellers," Lieutenant Frederick Schwatka describes his first visit among the half-civilized and wild branches of the Indians of Chihuahua.

Senor Emilio Castelar's second article on Christopher Columbus describes the great explorer "In Search of a Patron." In this paper an account is given of the perfidy of the King of Portugal, who, after encouraging Columbus and getting from him his views and plans, sent a private expedition to reap the fruits of Columbus' anticipated discovery; but the commander of the vessels lost courage before he had proceeded far, and returned. Columbus then left Portugal for Spain. His experience in the latter country will form the subject of the July paper.

The June number of *Jenness Miller Illustrated Monthly* is one of the handsomest of the periodicals. There is an illuminated cover bearing a striking likeness of Mrs. Jenness Miller. There are numerous literary articles of merit in this issue, notably one by Linda Gilbert, the prisoner's friend, on "Helping Hands Outside the Prison Doors." Mrs. Miller writes on "Sense and Art in Dress." Mrs. Alice J. Shaw tells "How and Why I Whistle." Mme. Kate Rolla graphically describes a visit to "Mme. Marchese, Europe's most successful music teacher." Foster Coates tells of "A Visit to Mrs. Gladstone." Miss Mabel Jenness and Miss Laura Giddings write about physical culture. Actor William H.

Crane tells of women on the stage. Maria Parloa instructs in the preserving of fruits. There is no end of other good features, helpful to each and every member of the family.

It is intended to make *Jenness Miller Illustrated Monthly* the great family magazine of America. Price is \$1 a year, 10 cents a copy by all news agents.

One of the novel features of the venture is the giving away of a \$1 Union suit of woman's underwear with each \$1 yearly subscription to the magazine. Address, Publishers *Jenness Miller Illustrated Monthly*, 114 Fifth avenue, New York.

A very striking story is "The Boy who Would n't be Stumped," by Bessie Chandler, in *St. Nicholas* for June. The hero of the story is a small boy who is driven to attempt various ridiculous feats by the "daring" of his companions. The result as here told is to present the pleasing situation of a small boy with his jaws closed over a door-knob. By the timely assistance of his mother and a large ivory paper-cutter the boy is released from his durance ridiculous, and is then regaled by extracts from the newspapers and elsewhere to illustrate the important difference between real courage and absurd or dangerous emulation.

Mr. Charles F. Lummis continues his instructive papers on the great Southwest by a notice of "The First American Traveler"—the Spanish adventurer who traversed that region on foot in the earliest days. It is a vivid sketch, written with Mr. Lummis's usual force and direction.

William Abbott takes as his subject, "The Lonely Lighthouse," and the unchronicled performance of duty by the faithful keeper is cleverly presented next to "The Boy who Would n't be Stumped," so that young readers may absorb the contrast without difficulty. Ernest Ingersoll, in his contribution "The Vireo's Nest," presents a bright little picture of boy and girl life in the country. The story is brightly and pleasingly told, and illustrated in the same spirit by W. A. McCullough. "A Visit from Helen Keller," the blind deafmute, is touchingly described by Adeline G. Perry, who was a pupil at the school in Andover, Massachusetts, to which the visit was made.

Malcolm Douglas, well known for his clever and amusing verse, tells "A Tale of Piracy," which would be truly bloodcurdling except for humorous vein which convinces the young reader that it is a tremendous whopper concocted by an old sailor to "thrill" his young hearer. It is illustrated by Birch.

The June *Wide Awake* is a picturesque and altogether delightful number. Elbridge S. Brooks "reproduces" for the girls and boys of to-day a Roman boy's letter descriptive of that gorgeous pageant in the Rome of Augustus' day when Horace led the children's parade to the strains of his famous secular hymn, and when emperors, senators, matrons, priests and Vestals joined the young paraders in doing honor to "Children's Day;" that now famous Franco-American boy-editor, Tello d'Apéry, tells how he "runs" his paper, the *Sunny Hour*, and swells his "barefoot fund;" Edith Robinson has a timely and typical Boston story of "How Jack sailed with Leif Ericson;" Prof. Charles E. Fay of the Appalachian Club tells "Why the White Mountains are called White;" Samuel Wells, Jr. contributes his story of "Bill Fasset and his Last Moose" to the Fair Harvard series, written by recent Harvard graduates; Frances M. Abbott has a capital school story "The Song of the Graduation Gown;" S. G. W. Benjamin, artist and author, tells a stirring tale of the sea "The adventure of the Twins," and Mary Catherine Crowley has a most unique story—solution of Columbus and the famous egg that "every schoolboy" has puzzled over.

Scribner's Magazine for June continues the series on "The Poor in Great Cities" (which is attracting the widest attention), with an article on "Life in New York Tenement-Houses, as Seen by a City Missionary," by the Rev. William T. Elsing, who for nine years has worked in the tenement-house district in close association with all phases of that life. As minister of the De Witt Memorial Church, he has commanded the trust and affection of a great body of people of many nationalities. Mr. Elsing's article aims to represent the average life in the tenement houses, and does not give a false impression by accumulating all the startling incidents which have come under his eye in the past nine years. The bright and wholesome side of the life is represented with the dark—the home life which is made possible even in the dingiest quarters by the simple virtues of sobriety and economy, the poor helping themselves and those who are poorer, and the gradual improvement which well organized effort is making in many directions. With all this the picture is sad enough, and the great value of Mr. Elsing's paper consists in the definite suggestions which he makes for further work—suggestions which can be applied as they stand by many charitable societies. In every case they are the fruit of experience. The illustrations have been drawn by the skillful artist, Charles Broughton, who represents what he has actually seen.

C. F. Ressegue has been appointed superintendent of a division of the Sante Fé.

**

A satisfactory settlement of the differences between the P. & W. and its trainmen has been made.

**

Cy Warmen has taken to himself a better half and is at present enjoying a vacation, as we learn from exchanges.

**

We are requested to announce that the management of the Mexican National railway does not extend any favors to railway employés.

**

The Indianapolis *News*, in a late issue, presents the portraits of two popular Indianapolis conductors, Bros. Harry King and J. H. Malloy.

**

We are pained to learn that Bro. W. H. Sebring, has for the past month been suffering from a severe attack of inflammatory rheumatism.

**

L. S. Sears, Grand Secretary of the Brotherhood of Stationmen has resigned and Mr. W. H. Egan, of Wichita, Kansas, has been appointed to succeed him.

**

Bro. G. H. Nutting has been appointed train master on the Southern Pacific, at Tracy, Cal. We congratulate both employés and the Brother on the appointment.

**

The Secretary of 115 wants the addresses of W. S. Blaine and P. Belloir, and the Secretary of 119 wishes to know where John Davern, J. E. Gillen and J. S. O'Donnell are.

**

Readers of the *Railway News-Reporter* may expect a treat in the forthcoming special number. Dan says it will eclipse all previous efforts and that is promising a good deal.

**

Mr. Arthur was re-elected to the position he has so long filled, Grand Chief Engineer of the B. of L. E., by the recent convention in Atlanta, notwithstanding his desire to retire.

Mr. D. G. Ramsey of the O. of R. T. was elected grand chief telegrapher at the recent convention of that organization, and the proposition for a general organization of both railway and commercial operators was defeated.

**

An elegant little card from Amboy, Ill., requested us to enjoy their hospitality on the occasion of their first annual ball which occurred May 25th, and we regret sincerely that we were obliged to stay at home.

**

Bro. Martin, of the *National Federationist*, has withdrawn from the canvass for the legislative nomination in the Indianapolis district and the reasons assigned are creditable alike to his judgment and honesty.

**

At the recent convention of the Employés Club at Omaha, W. L. Steadman, of Iowa, was elected president, W. E. Perry, secretary, re-elected. Our old friend Copeland, of Crookstown, Minn., formerly president was elected a vice-president.

**

The Secretary of New England Division No. 157 has our thanks for a copy of Picturesque New England, the engravings in which make one wish to pack up rod and gun and bid farewell to business.

**

The New Orleans hotel at Hot Springs, Ark., is one of the places that it does a person good to visit. Bro. J. C. Hensley, of Little Rock Division No. 131, is the proprietor and when you call he will give you an outside room and the best in the land for a reasonable price.

**

John L. Service, an old time engineer on the B. C. R. & N., died recently at Rockford, Iowa. The funeral was largely attended by members of all the organizations. The writer as "head brakeman" used to ride on John's engine on the M. & St. P. nearly twenty-five years ago.

**

The joint committee of the organizations of workmen engaged in the granite industry have issued an appeal for financial aid in behalf of the men now engaged in a strike. Contributions should be sent to James Grant, chairman, 226 East Thirty-ninth street, or to L. I. Brown, secretary, 400 Bleecker street, New York City.

Bro. J. E. Walters, a worthy member of Indianapolis Division No. 103, was run over and killed on the Pan Handle tracks at that place recently and his mortal remains were consigned to their last resting place May 10th with the beautiful and impressive ceremony of the Order conducted by his Division.

* *

Brother F. E. Stephens, a member of Lone Star Division No. 53 of Denison, Texas, was recently killed at La Grange, Texas. He was standing between two cars endeavoring to remove a link from one of them, when through some mistake, the engine was backed up and he was caught between the couplers—another victim. His remains were sent to his home in Dallas.

* *

The Railway Age Company have issued The Railway Officials' Directory for 1892. This little book, which is a convenient size for the pocket and which was formerly called the Supply Men's Directory, contains the names of all the principal officers of all roads in the United States, Canada and Mexico, and is conveniently arranged and indexed, and cannot fail to be a useful volume for any one connected with railways.

* *

Bro. W. J. Dawson, a reliable and worthy member of St. Thomas Division No. 13, met with a severe accident about five years ago and since that time has been totally incapacitated from running his train. He has recently established a cigar and tobacco stand in St. Thomas and has one of the best stocks in the city. Members will not only find his goods as good as the best and at reasonable prices, but they will be aiding a deserving member of the Order by patronizing him.

* *

Mrs. Clark accompanied Bro. Clark on his recent trip to San Francisco, but had hardly arrived before she was summoned home on account of the serious illness of Bessie, her oldest daughter, with pneumonia. Before Mrs. Clark's arrival the disease had developed into typhoid and Bro. Clark was telegraphed for, with hardly a hope though, that he would see Bessie alive. Fortunately the fears were not realized and the little one is now recovering rapidly, but is an example of how much a frail little child may endure and live.

* *

In the last issue of THE CONDUCTOR, Col. Bill Daniels, late of Missouri, throws his whole soul and all the — in Iowa into an article on the employees' club and what they have accomplished. The chair rules the whole subject matter out of order and declares the meeting adjourned to meet at Tony Faust's.—Railway News-Reporter.

And in a recent issue of the *News-Reporter*, Bro. Honin repudiates the "club" because of the president of the Nebraska club. We did intend to ask the chairman to translate the dash, but in view of the place to which the meeting is adjourned, we waive all "points of order" and accept even the Missouri title the N.-R. gives us.

* *

We are pleased to note the recent increase in subscriptions sent but there is still room for im-

provement. There are yet many members who ought to take THE CONDUCTOR who do not, and there are thousands of conductors and other employes who would take it if asked to. A few divisions have sent in large lists, running into the hundreds in several instances. Supposing each present subscriber make a little effort between now and the next issue.

* *

It is a general supposition that an injunction can be procured for almost anything, provided the applicant can give the necessary bond, but a recent case in Indianapolis demonstrates that there are some things which men cannot be enjoined from doing. At Indianapolis the officers of the "Pan Handle" asked that the striking machinists be enjoined from permitting employes of that company to attend meetings held by the strikers and their friends, and while the petition was dismissed, it should not lessen our admiration for the unlimited amount of "gall" required to ask for it.

* *

The *Denver Republican* seems inclined to censure the engineer who recently refused to stop his train in obedience to the signals of bandits, using language that implies that by failing to stop he needlessly endangered the lives of passengers, still if he had stopped the train crew would probably have been censured for not preventing a robbery. In the Indian Territory an express messenger and two guards defended the express car until the fireman was forced to enter a hole chopped in the door, when they surrendered rather than be compelled to murder him.

* *

The Order has been made a defendant in a suit instituted by the widow of G. W. Sherman, of the B. of R. C., who died October 10th, 1891. There is no shadow of a claim against the Order and no possibility of its being held for any portion by any court, but it, of course, is an expense to defend. It seems to us to be very short-sighted to sue the B. of R. C. and the result will be that the money that would otherwise be paid to the claimants, will be expended in legal expenses, and Mrs. Sherman, as well as other claimants, will get that much less.

* *

We had a conductor named William Ford, who was the most pompous and imposing man I ever saw. He was no good, and the boys called him Windy Bill on the sly, but the hardest of them dared not say anything less than Mr. Ford to his face. He was a big man, and dressed in the best broadcloth and walked about as if the earth belonged to him. One day he walked into the office at a station where my wife and little boy were sitting in the waiting room. As he passed through everyone made room for him or tried to show him attention. My little boy watched him quietly till he disappeared, and then he whispered to his mother, "Ma, was that God?"—*Locomotive Engineer*.

* *

The Colorado State Silver League sends a clipping from the *Rocky Mountain News* of May 12 in which Mr. Luckenbach makes affidavit that he

was told by a Mr. Seyd that in the winter of '72-3, Seyd came to the United States and by the expenditure of \$500,000 secured the passage of legislation demonetizing silver. THE CONDUCTOR does not propose to discuss the financial question but if there is the slightest foundation for this startling statement, it is a cause for deep concern on the part of every citizen no matter whether he is pro or anti-free-coinage.

**

"Behold how great a matter a little fire kindleth." When we published an inquiry for Bro. G. H. Sharp, Sr. we little thought that the Mikado punishment would be revived, but Bro. Wright threatens us with "boiling oil" just because we used an "s" instead of a "j". It is G. H., Jr. that is lost. Lest some too literal reader should be anxious for our welfare, though, we will state that we have exaggerated a trifle, both Bro. Wright and Bro. Sharp, Sr. calling attention to the error in a very kindly manner, but Geo. H. Sharp, Jr. is still lost.

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Many readers of THE CONDUCTOR will remember meeting Sidney Smith at Hot Springs a year ago last month, and all will remember Miss Lura E. Brown, who accompanied the excursion, while still many others have made her acquaintance through the charming little book descriptive of the trip. At her home in Little Rock, Ark., April 20th, Mr. Smith and Miss Brown were united in marriage and the happy couple are now located in Cedar Rapids, where Sidney publishes *Iowa Masonry*, and all who were on the excursion will join THE CONDUCTOR in wishing Mr. and Mrs. Smith a long and happy life.

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Frank W. Arnold, past Grand Master of the B. of L. F. is quoted as writing the Columbus, Ohio, *Dispatch*, that he is possessed of information that enables him to announce for a fact that before the close of '92 there will be a general amalgamation of railway employes of all classes and that the new organization will absorb all the present leading organizations. If Bro. Arnold has not been misquoted, he has probably been amusing himself and deluding the *Dispatch* man by propelling a little language through his derby. Frank is entirely too intelligent a man to make any such a statement without placing its consummation at least a decade in the future.

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The term of Michael Rickard as railway commissioner of the State of New York will expire in the near future and in view of the agreement made by the employes in '87, no engineer is likely to be a candidate, but all will unite in behalf of the man selected by the conductors. The names of a number of prominent members of the Order have been mentioned, among them, Bros. Bolles of 155, Weisz of 104, Chapman of 2 and Capwell of 154. A meeting will be held in Syracuse, Sunday, July 10th, to unite upon a candidate to be presented to the governor for appointment, and THE CONDUCTOR indorses the man named by this meeting.

A recent monthly report attracted our attention for the reason that it contained the name of J. W. Silsbee as initiated by Scranton Division No. 12. Brother Silsbee became a charter member of Division 12 of the old Conductors' Brotherhood and represented that Division in the Grand Division at Indianapolis, in November, 1872, being the first time that the Division was represented in Grand Division after its organization in December, 1871, succeeding Duquesne Division No. 12, of Duquesne, Ill. Bro. Silsbee took an active part in the Grand Division, serving on several important committees and was elected Grand Chief Conductor and presided over the Grand Division in Pittsburg in November of the following year. He remained a member until 1888, when he withdrew. We are glad to have Bro. Silsbee with us again. As a pioneer of the Order, he is entitled to a welcome from all and we hope to see him in the Grand Division again.

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One cent a mile to the G. A. R. meeting at Washington, the same rate for the K. of P. Convention at Kansas City and half a cent a mile for Niagara Falls excursionists and as low rates for the two political conventions are quoted by the railroads. If railroads can afford to carry people at one cent and a half a cent per mile, for whom special trains must be run and special arrangements be made why is it that they cannot carry people on regular trains which are run any way and with vacant seats most of the time for two? The query is referred to those who see "ruin" in legislation compelling railroads to charge all two cents per mile. Possibly the explanation is like that of the Hebrew who could sell clothing at less than cost because he sold so much of it, and on the same basis railways can run trains at a loss because they run so many.

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Mr. Edward Atkinson, whose mission on earth seems to be to impress on the minds of workingmen that for the goods that the (financial) Gods give them they should be exceedingly thankful, and that they are extremely ungrateful in organizing to attempt to procure more, and who further maintains that ten or fifteen cents per day will maintain a person in luxury, except to some of the vigorous language of Bro. Debs, in the *Firemen's Journal*, and writes a letter which gives the latter another opportunity to express some truths. It should be noted that Mr. Atkinson's cheap bill of fare is for the person who works and not for the one who tells the workman to be satisfied with his lot. By way of a comparison it would be interesting to know just what it costs the gentleman himself for his daily bread and et ceteras.

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A very pretty muss is that between the receivers of the S. A. P. road. Each is seeking to have the other removed. First a petition was filed asking the removal of Receiver Yoakum, alleging that he was interested in a company which had, through him, secured a contract for handling a large amount of freight. In his reply, Yoakum does not deny having made the contract nor his interest in the company for which it was made, but claims that the contract was a favora-

ble one for the road and that he can so demonstrate in court if given an opportunity. Then comes the arrest of Auditor Cooper for embezzlement and false entries in his books, followed by a petition for the removal of Receiver McNamara, alleging dishonesty and that he is a gambler. The filing of this last petition was followed by a personal encounter between the receivers, who happened to meet in the telegraph office. The road is to be sold under foreclosure on the second Tuesday in November. So far as we can judge, at this distance from the scene of carnage, Receiver Yoakum has the support of the bondholders, who also own a large majority of the stock and the claims against the company.

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It has been asserted recently that communications to THE CONDUCTOR have been rejected because they were in opposition to views held by the editor. Such a statement is utterly untrue. No communication has ever been rejected because of the opinions it advocated nor because of honest and fair criticism of THE CONDUCTOR, its editor or any officer of the Order while the present editor has had charge of it. Communications have been rejected within the past few weeks because they contained unfounded charges against and abuse of the Grand Chief Conductor and one of his assistants. No article or communication has ever been rejected because of abuse of the editor and we believe that the only criticism, so far as communications are concerned, that is at all well-founded, is that we have allowed altogether too much license to correspondents and we believe this number is a practical illustration of this error and our readers will not hereafter be annoyed with anything of this kind. The columns of THE CONDUCTOR will always be open to any criticism, any argument or any expression of opinion on any subject that in any way pertains to the welfare of railway employes. Insinuation, innuendo and abuse will hereafter be excluded even if the editor be the subject.

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In approving the Haley bill to limit the hours of labor, Governor Flower, said:

I cannot describe the purpose of this bill more fairly than by quoting the introductory paragraphs of one of the briefs submitted in opposition to the measure by one of the prominent railroad companies of the state. "This bill," says the brief, "has three objects. First, that the engineer, fireman, conductor or trainman who has rendered twenty-four hours continuous service shall not thereafter, under ordinary circumstances, continue the service or resume service without first having had at least eight hours rest. Second, that the working day of every engineer, fireman, conductor and trainman shall not exceed ten hours of service rendered within twelve consecutive hours, and third, that if any such engineer, fireman, conductor or trainman shall render more than ten hours service he shall receive comparative compensation for the excess in addition to his daily compensation."

The legislation is urged in the interest of both railroad employes and the traveling public. It is in line with the general demands for shorter hours of labor. I have given it my approval, with the hope that it will accomplish the object sought.

and the attorney who submitted the brief from which the Governor quotes, probably did not realize that he was furnishing an argument in its favor. The Governor and the legislature deserve the thanks of railway employes for this law, and with the Governor, we "hope that it will accom-

lish the object sought." Bro. C. E. Weisz deserves credit for his efforts in its behalf.

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In an address to the railway employes delivered at Austin, Minn., Mr. Thorp, of the "Club," rehearses the "old, old story," and in this instance adds to it a statement that owing to anti-railroad legislation, the employes in the Cedar Rapids shops could only work three days per week and that the day had been cut to eight hours. Just why it should be a matter of grief that a working day of eight hours, for which the laboring men of all classes are earnestly striving, should be established by the B. C. R. & N. shops (the only ones in Cedar Rapids,) is something that only members of the "Club" can explain. It is too deep for us. Unfortunately though, Mr. Thorp's "tale of woe" is wholly untrue, and the shops here have made no such advance; the shop men are all working ten hours a day, six days per week and some of them seven, and there has never been a time in the history of the city when the shop employes have been cut down to three days per week, though the B. C. R. & N., in common with other roads in other states where the "Club" has prevented all anti-railroad legislation, Minnesota as well as the rest, has reduced its shop force in dull times. It is singular that so just a cause as that in which the "Club" claims to be engaged should require so much misrepresentation.

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Bro. Hall thus philosophizes on the beginning of the seventh year of the *Switchmen's Journal*:

This issue begins the seventh year of the *Switchmen's Journal*. It is usual upon occasions of this kind for a publication, with or without reason, to indulge in a considerable amount of self-congratulation and general glorification. Congratulation, that it is yet alive; glorification, because it predicts for itself a year of unexcelled prosperity and a consequent elevation of humanity. The *Journal* begs to be excused.

In looking backward we see somewhat of good accomplished, much more that might have been accomplished, but wasn't, and a great many serious errors committed. It seems a long road, perfectly clear to the view, straight enough, but strangely made up of macadam, corduroy, and not a few bad mud holes. The *Journal* didn't make that road, but probably hasn't helped it to any great extent in its passage. There were others coming along it at the same time; some of those we helped over bad places and are glad we did; to some we were indifferent and are sorry for it; others we tried to drown, but maybe it's just as well they got away—those born to be hung don't drown easily anyway.

What the new year may bring to the *Journal* we can't say. Doubtless its pathway will be a rocky one—it can't well be otherwise—but we will trot along as well as we may.

Promises are at best not very staple things, more ornamental than useful—a brickbat dropped in among them is liable to do a good deal of damage. The load we carried last year was mostly made up things not very serviceable, and a few good intentions. The latter we propose to take along this trip; of course it depends, as before, upon the opportunities and the disposition whether or not they can be used, but in any case they will be stored where they can be got at in case of need. It's true we gain wisdom by experience, and experience brings more or less of suffering in its train. The *Journal* has had a great deal of experience. Vol. VI was in it from May, 1891, to April, 1892, and expects to profit thereby. Still we don't care to take any undue advantage. This association is a benevolent institution, and needs all its stock in trade. Its official organ is therefore compelled to carry a surplus of human nature. However, we'll do the best we can. It will be observed that the *Journal* has a new dress, an entire spring outfit, new cover, a better grade of paper and new type. We are satisfied the changes will be considered in the line of general improvement and hope our readers will be pleased herewith.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

SENIORITY.

A correspondent asks our opinion of "seniority" and as to whether it is right and just for all parties interested or not. Like many other things the reply depends very much upon what is understood by "seniority." If, other things being equal, it means that the oldest railway employé, the one who has had the longest experience in railway service and by years of toil has established a reputation and character for ability in his particular line, shall be given the preference for employment and for promotion, we answer yes, most emphatically; it is right and just and fair to all concerned, employer and employé alike and in all classes and grades of employment. If, however, it means as it is generally understood and intended, that regardless of experience, ability or standing, the eighteen year old boy shall be given the preference for employment or promotion over the man who has had years of experience simply because the boy entered the service of some particular railway company or made application for a position a year, a month, a week or possibly a day before the experienced man did, it is all wrong and is as unjust and unfair to the boy as it is to the employing company and the experienced man. If the abolition of seniority means that on any particular road *all* the men in any particular occupation are to be hired from those who have had experience on other roads and no firemen are to be promoted to be engineers or no brakemen are to be promoted to be conductors, then the opposition to seniority is all wrong and should be condemned by every fair minded man. A recent case came to our notice where it is said that the engineers on a particular road had a contract with the management that no fireman should be promoted. If true this was a case of the rankest kind of injustice and unfairness on the part of both engineers and the company. The writer conversed with firemen employed on this road who stated that while the contract provided that firemen might be promoted when recommended by three members of the B. of L. E., that it was impossible to procure the recommendation of three and that for a number of years, not a single fireman had been promoted. It was also claimed that the engineers on another road were endeavoring to make a similar contract.

It is natural that the brakeman who is the oldest in the employ of a particular road, should

have his own ideas of "seniority" and that they should be that seniority should govern absolutely in promotions on that road and that he should be the next man given a train although he may have had but six months experience in train service. He usually does not stop to consider that the same practice generally applied, would give preference for employment as a brakeman, a man who had never seen a railroad, over himself after he has had several years experience provided the inexperienced filed his application with the train master a few minutes ahead, nor does he seem to note that many of the railway companies are not only rigidly enforcing this kind of seniority but on some roads they are discriminating against the experienced man and employing the inexperienced one. That some of them are refusing to employ experienced men at all but are as one officer has expressed it, "infusing new blood into the service." It is difficult for us to understand why *all* railway employés cannot see at a glance that this kind of "seniority" is placing in the hands of the railway companies the strongest kind of weapon against organized labor by flooding the country with experienced men who may be starved into becoming scabs and who already form so large an army that it is practically impossible for any organization to support them in idleness as it might under some circumstances find it necessary to attempt to do. It is true that the inexperienced and incapable man is always willing to admit theoretically, that he only wishes his seniority to count "other things being equal" but as a rule the most inexperienced man is the least willing to admit his lack of experience or incapacity and will energetically and stubbornly maintain that six months of service qualifies him for a conductor as thoroughly and completely as the man who has had an experience of ten years. We are all too prone to be supremely and personally selfish in this matter and to look only at the present interest of No. 1; the brakeman insists upon seniority for himself for promotion, but objects to it when it comes to the question of employment between himself and an inexperienced man; the fireman insists that he is as capable after firing a year as the engineer who has had ten years experience; the conductor and engineer insist upon seniority for themselves when it is a question of promotion from freight to passenger runs and the conductor or engineer of six months experience claim the right to promotion over those of

years of experience if they have been employed on the particular road twenty-four hours or even minutes the longest, for the writer knows of instances where promotions have been governed by a seniority of a few minutes only, but both object to applying the same rule when it comes to firemen and brakemen, the engineer insisting that the experienced engineer should be hired in preference to promoting a fireman and the conductor the same in his department.

It seems to us that it ought to be a perfectly plain proposition and one that should be comprehended by every employé in the United States, that a surplus of experienced men must have a tendency to keep down wages and that the first and most important aim of all the different organizations should be to keep the experienced men employed and that their united influence should be used against employing inexperienced men in any department, so long as there are experienced ones who are unemployed. It seems to us also that it ought to be equally plain that seniority by roads, whether it be for brakemen, conductors, switchmen, engineers or firemen, is filling the country with men who enter into competition for the places and that the true policy of all should be to limit as far as possible, the employment of green men as brakemen, firemen or switchmen, or the promotion of either except just fast enough to supply the vacancies made by those who drop out of the service or the natural increase of business and roads. This is a corollary that was early recognized by the different trades unions not only in America but in England and there is not a single union, whose members are engaged in any branch of skilled labor that does not make the utmost provision for limiting the ability of their employers to turn out skilled labor to replace the members themselves, and the apprentice question has more than once, been the principal bone of contention between employers and employés and the cause of many bitterly contested strikes. The close observer of present conditions in railway service recognizes what should be recognized by all, that many of the railway companies are taking advantage of our own negligence to flood the whole country with men and there are not lacking indications that it is being done by a concert of action between them. The position of the organizations of railway employés seems, however, to be exactly the reverse of what the trades unions have found to be actually necessary for their preservation, and judging from events, the motto of all is and has been, *not* limit the supply to the demand as much as possible, but to increase the supply regardless of the demand and of consequences in the future. What will it profit the "oldest brakeman" if by promoting him and his fellows, and employing in the places vacated by him, "corn field sailors" today, instead of employing the experienced conductor and his fellows who are out of employment, the companies are enabled to reduce his wages tomorrow to what those of the brakeman are today? The answer of course will be that the reduction will be prevented by organization, but if there is an unemployed man for every situation, you must not only have him, but the inexperienced man who takes your place in your organizations for your own protection; if you leave him out the time will come when he and his fellows will be obliged to take your places to prevent

starvation; if you take him in or if you endeavor to resist reductions of wages you must support him, and if the wages you get as a conductor must support yourself and your idle fellow, where are you the gainer, or how are you benefitted or any better off than you would be if you only got the brakeman's wages, but were not obliged to divide? And the brakeman whom seniority has not yet benefitted, whom promotion has not yet reached, how is he to be benefitted if he must divide his present wages with an idle brother?

This is a deep question and one where there is apparently an "irrepressible conflict" between the conductors and brakemen, the engineers and firemen, and between the firemen and brakemen and the great army of young men who are eager to become railroad men, not because it is financially desirable, but simply because of the indefinable and unexplainable fascination of it; we believe, though, that the conflict of interests is only apparent, and that a careful and unbiased consideration of the subject will demonstrate that in no one other thing are their interests and welfare so nearly identical and that there is no other thing on which unanimity of action is more necessary. Many brakemen to-day are experiencing the result of this "seniority" and carelessness on the part of all the organizations, with possibly the exception of the B. of L. E., yet they do not stop to think what is the real reason that they "never saw so many railroad men looking for jobs," but attribute it to dull business and let it go at that. The time will come, too, when the brakeman who wants the conductor to "go hustle other trains" will be obliged to "go hustle" himself, perhaps after having ran a train five or ten years, and he will then, and not until then probably, fully appreciate the beauty of that seniority which will compel him to either subsist on the charity of his brothers or else "go braking" on a train run by a man who is incapable and but for the aid and advice from himself would jeopardize the lives of all. This is no ideal sketch and the writer can cite from personal knowledge many such cases, and can show where seniority and "new blood" have been the direct cause of loss of life. A correspondent from Tyler, Texas, in the *Trainmen's Journal*, makes the assertion that it is the O. of R. C. that is responsible for the surplus of idle railroad men, and charges that its members discriminate against experienced brakemen and give the preference to green men. This correspondent cites one single instance where, as he alleges, a member of the Order tried (he does not say the attempt was successful,) to get a green man employed on his train in preference to experienced men, some of them members of the Order. If he is correct in the statement, THE CONDUCTOR has no hesitation in condemning the action and the member as disloyal not only to the principles of organized protection, but to his own individual organization. This single instance though, admitting that it is a fact, does make the organization, nor a majority, or even a very small minority of its members guilty. We are ready to admit that the Order is at fault in the matter, and that many of its individual members, have been just as thoughtless and negligent as any others in that they have not taken a decided stand upon it years ago, but it is not true, as charged, that they

are solely or generally responsible for the surplus of men or that they give preference to green men for brakemen on their trains. A single fact settles the whole question, and that is that on practically all roads the conductor does not hire the brakemen, and on most of them he has but very little to say about what brakemen shall be employed on his train, and it is a fact, well known to all who know anything of train service a few years ago, that when the conductor hired the brakemen on his train, he always had experienced men when they were procurable, and in case of a vacancy, the experienced man got it every time, even though a dozen others might have had applications on file for months, while if necessity compelled the employment of the green man, the fact that an old brakeman applied for the place was always sufficient reason for dismissing the man who had no experience.

It will, however, be useless for conductors to insist upon seniority for the brakemen and object to it for themselves, and the same is true as between the engineer and firemen. We must meet on a common ground, be consistent, and as far as it is possible for human nature to do so, waive personal interests and today's personal gain in the broad interest of the best good for all concerned and for all time. The coming Columbian Exposition with its probable enormous increase of business, will of itself, make enough of a surplus of men without any one of the organizations being so blind to their own interests as to aid the companies in their effort.

THE GOULD LINES AND SAFETY EQUIPMENT.

Noting the language attributed to George Gould in regard to safety equipment, knowing something of the actual situation on the Gould lines and believing that justice should be done them, we commented briefly in the May CONDUCTOR on the dispatch from Ft. Dodge in which Mr. Coffin is quoted as saying that George Gould told him the railway men or employés might be damned. The editor of THE CONDUCTOR has as much respect for "Father" Coffin as any one and honors him for what he has done and is doing; we appreciate the fact that he has devoted much time and labor to the matter of safety equipment yet we do not believe that it is necessary for us to blindly approve all that the gentleman does or says. We believe that he has made mistakes that have injured the cause for which he is laboring. We believe that he is now making a very grave mistake in bending all his energy to the adoption of a certain coupler to the exclusion of others that a large number of employés believe to be much the best. We do not believe that Mr. Coffin used the language attributed to him in the dispatch, but that it is the result of considerable exaggeration on the part of the associated press agent at Ft. Dodge. We can readily believe that Mr. Coffin was not very warmly received by Mr. Gould for the Gould lines do not wish to be compelled to put on their cars and engines a coupler that is not automatic, that increases the danger to its employés, that is expensive to keep in repair and that they believe they would be compelled to discard in a short time. It is possible that Mr. Gould said something of the 'granger

legislation" of which the companies complain and if he did say that the employés must procure the repeal of restrictive legislation before they could have safety, isn't there food for thought in it for our friends who are organizing to procure the repeal? Whatever Mr. Gould may have said, the facts are, as stated in the May CONDUCTOR, no lines in the United States pay employés better wages, or treat the employés better than those popularly known as the Gould lines. And as to safety equipment there is no road in the United States better equipped, unless we understand by safety equipment the hook coupler and nothing else. On the Union Pacific, practically all the engines and three-fourths of the freight cars are equipped with the Westinghouse brake and the vertical coupler has been placed on some of its cars.

On the Missouri Pacific, we are not advised as to the proportion of stock with the air brake but a great many locomotives and freight cars are equipped with it; 2,000 new cars are being built which are to have air brakes, 500 of them the Jenny coupler and 1,500 the Safford, while a large number of the Safford are now in use. It is true that the Gould lines are not as well equipped with the vertical hook coupler as some others but many of the companies which have adopted the vertical hook are seriously considering the question of discarding them unless compelled to continue them in use by legislation. The Santa Fe is reported as having about decided to discard them, while Mr. Rhodes of the C., B. & Q. notes their utter failure as a practical coupler in his recent report to the M. C. B. association.

A CORRECTION.

The following communication came to hand too late for the proper department of this number, and as it is a matter of considerable importance, not so much to Bro. Higgs himself as to the employés of his district, we give it a place here rather than hold it over:

FORT WORTH, Texas, June 10, 1892.

Editor Railway Conductor:

I wish to correct an error made by a correspondent in a recent number of THE CONDUCTOR, who writes from Sour Lake and signs himself "Bell Cord." Bro. Bell Cord says that "a certain few of the Order of Railway Conductors are going over the state trying to get the O. of R. C. to endorse Judge Clark for governor, and in some instances have done it, and most prominent among them is Fort Worth." He is certainly very much mistaken, for while there may be, and undoubtedly are, members of the Order who favor Judge Clark, none of them are going over the state making a canvass for him either in or out of divisions. I personally have traveled over the state considerably, but it has been in my own interest and not that of Judge Clark or any other candidate. The division of the Order at Fort Worth has not endorsed Clark or any one else who is a candidate for governor, neither has any other division in the state to my knowledge, and I believe I am reasonably well informed in regard to the matter. I presume the writer refers to me as the party who tried to get No. 7 to endorse Judge Clark, but he has been misinformed; I was at Houston, but in my own interest, and at

Houston, as well as other places, I opposed any movement in divisions towards the endorsement of either of the gubernatorial candidates.

Trusting you will give this space in order to place the Order and its members in Texas right before your readers and that Bro. Bell Cord will make a more careful inquiry next time, I remain
Yours in P. F., R M HIGGS.

We are very glad to be informed in a personal letter that Bro. Higgs' canvass for the legislative nomination is progressing finely and that he is likely to be nominated and elected, and while we are opposed to a political organization of employes or to politics, in the ordinary acceptance of the term, being taken into our organization or its divisions, we sincerely hope the Texas divisions and Texas members will endorse Bro. Higgs, and we certainly believe there can be no harm, but on the contrary much good, from members uniting in support of one of their own number for a political, particularly a legislative office, regardless of party.

A PENNSYLVANIA OPINION.

Edgar E. Clark, Grand Chief Conductor of the Order of Railway Conductors, who was in Pittsburgh nearly all last week, being summoned here in connection with the Pittsburgh & Western wage readjustment, is a native of New York. He passed his boyhood in Lima, and received his school training at the Genesee Wesleyan Seminary. He went west and began his railroad career as a brakeman on the Burlington, Cedar Rapids & Northern Railroad. He was promoted to a conductorship, and afterwards entered the service of the Rio Grande Western as a passenger conductor, with headquarters at Ogden, Utah. He had charge of a train on that line when, in 1890, he was elected to his present position. When he assumed its duties the order had a membership of but 14,000. Under two years of his vigorous regime that number has been increased to 20,000. The headquarters of the organization is at Cedar Rapids, Ia., and in that place Mr. Clark makes his home.

While here he made a most favorable impression. The many Pittsburgh conductors and other trainmen who had the pleasure of meeting him were highly pleased with his bearing. With a thorough knowledge of the duties of a conductor and the branches of operating intimately connected therewith, and at the head of a powerful organization, embracing conductors in the employ of every road between the two oceans, he was modest and unassuming in his manner, and his face and actions bore the impress of sterling honesty.

Like Chief Arthur, of the Brotherhood of Locomotive Engineers, he is conservative in his views. In referring to the settlement of disputes between employers and employes in regard to wages, etc., his language was plainly to the effect that the demands of employes must be clearly based on justice. On no other ground could they hope to succeed. That is a wise, conservative policy, and beyond criticism. Speaking of railroads, or more strictly speaking, the men actually engaged in running trains or employed in the operating departments, he said that he felt that their duties, their lives, their hopes and aims had never been fully or properly understood

by the great public. When they were they would be better appreciated.

Mr. Clark is in the prime of life. He is of medium height, his face has a determined but kindly appearance, and he is pleasant and agreeable in his manner.—*Pittsburg Post*.

TO RESTRICT IMMIGRATION.

The members of the organizations in Pueblo, Col., have signed the following petitions and have sent copies to their representatives and senators. The *Switchmen's Journal* comments thereon as below:

We, the undersigned citizens and electors of the state of Colorado, would respectfully petition you as our delegates to congress that you use all reasonable and honorable efforts to secure the passage of a bill having for its object the total exclusion of all Chinese immigration to the United States.

And we would further respectfully petition that you at an early date during the present congress introduce a bill having for its object the exclusion of criminals and paupers and all other objectionable classes of foreign emigrants from the United States. And that you each of you use all reasonable efforts to procure at an early date the passage of such an act excluding the objectionable portion of our foreign immigration as aforesaid.

The following also to be sent with the above.

We, the undersigned electors and citizens of the state of Colorado, believing that it is to the best interest of the people that United States senators should be elected by popular majority vote, would respectfully petition that you use all honorable endeavors to secure the passage of the pending bill having for its object the securing of an amendment to the constitution of the United States to that end.

Every railroad organization in each state should take action in this matter, and do it so promptly and energetically that congress cannot mistake the will of the people.

All other classes of labor have suffered and are suffering from this curse, unrestricted immigration.

As yet railroad employes in train and yard service have been only indirectly injured, but the time is rapidly approaching when they will be sorry that there aid was not given when the unskilled laborer protested against pauper and contract immigration. Agencies have been established in every city and town in Europe to supply the demands of American employers for cheap labor. It has been proven publicly time and again that hordes of ignorant, starving foreigners have been landed in defiance of law and driven like cattle to the mines and coke ovens of Pennsylvania and elsewhere. Pennsylvania is already a white slave state, and Ohio, Indiana and Illinois are fast approaching the same condition. The mining regions in western states, Colorado in particular, are being filled up with this class of labor. Three hundred Italians are unloaded every week in Pueblo alone. The months of April and May have witnessed the heaviest immigration of any two months during the past ten years. Railroad employes have considered they were free from competition with this labor, but it is a great mistake. After a year or two of starvation and brutality in the mines these people have rebelled and were turned adrift, evicted, and a new consignment imported. Without work, without bread, without shelter for their families they have been compelled to invade the ranks of a higher grade of labor, which in turn is driven by misery and want to occupy places made vacant by greedy employers who have forced their workmen to strike. It is a never-ending process.

sion of hunger-driven slaves, and oppressors are always at hand. The immigrant who is an intelligent mechanic has never yet caused an unjust competition in labor. What a farce our restriction laws have been. The newspapers, ninety-nine one-hundredths of which are but the organs of capital, flood the country with reports commending the watchfulness of government officials and the efficiency of our laws when an intelligent mechanic with money in his pocket has been detected as a "contract" immigrant or a poor Chinaman has been chased from one end of the International bridge to the other until from sheer weakness he drops through into Niagara. In the one case the ship brought over hundreds of contract paupers, and while the unfortunate Chinaman was starving on the bridge, thousands of his countrymen were crossing the northern border west of the Missouri river. We need better laws, we need an executive with manhood enough to say, "These laws are for the government of the rich and powerful as well as the poor and weak." The fact is, this is now a government of the people by the capitalist for all there is in it and we will soon need an emancipator.

The *Primrose Path*, a story of the stage by the well known Nym Crinkle, has just been issued from the press of Lew Vanderpoole & Co., and tells of the trials and temptations of a life behind the scenes, and in the preface the author says: "I have drawn less from imagination than from the cruel facts of a profession with which I have been so long familiar." It is a candid and fearless exposition of the evils, iniquities and immoralities of theatrical life, not as it is seen by the general public, but as it actually is from the standpoint of one who should be competent to write of the matter. The price is 50 cents, and the book can be obtained at any book store or from the publishers, 245 Broadway, New York. By the same publishers is announced *The Craftsman*, a novel by two well known writers, who speak of the conditions of and antagonisms between capital and labor, and suggesting what they claim to be the only remedy for the "irrepressible conflict." To be issued during the summer, a book, the title of which is not yet announced, by a writer who is herself a member of the European aristocracy of which she writes, and which will give the heretofore hidden facts in relation to the death of the Austrian Crown Prince, the Gordon-Cumming baccarat scandal and numberless similar sub rosa facts.

The *Farmers' Chronicle*, of St. Louis, speaks a good word for our "hustling" Sedalia Brother, Volley Hart, and his energetic work in behalf of Senator Dalton, the man to whom Missouri employes are much indebted for favorable legislation.

The Ladies' Auxiliary are holding their annual convention in Philadelphia this week, and the grand officers have an invitation from Division 162 to join an excursion that will be given by them to the ladies. We regret very much our inability to be present.

Brother R. F. Phillips sends a long list of subscribers for THE CONDUCTOR and wishes us to express his thanks to the citizens of Jackson, Tenn., for their patronage, which we willingly do and add our own thereto.

A bill prohibiting railway companies from employing inexperienced and incapable men as conductors and engineers is pending before the legislature of Kentucky, with a good prospects of its passage.

The Secretary of Denver Division No. 44 wishes to know the address of Bro. E. A. Sayre, who, when last heard of, was on his way to Chicago. Any reader who can give any information please address Bro. Griffin, Room 11, 1625 Champa street, Denver, Col.

The members of Huron Division No. 121 wish to express their thanks to the officers of the M., L. S. & W., P., C. & St. L. and C. & N. W. railways and to Gogebic Division No. 253 for courtesies extended in connection with the death and burial of Bro. Jud Hathaway, of that division.

The *Switchmen's Journal* warns its readers against a fraudulent scheme which is being worked in Chicago, where persons purporting to represent the Railroad Clerks' Association are selling tickets for a grand concert for the benefit of the "hospital fund." The *Journal* states there is no such association in the city.

From J. R. Watson, of the "Fitchburg," the celebrated "Hoosac Tunnel Route," we have a little book called "Summer Excursions," and the person who cannot find something attractive in some one of the more than two hundred excursions described, that will fit both purse and time, is one of those unfortunate mortals who find no excursion at all possible.

A terrible disaster has recently fallen upon the cities of Titusville and Oil City, Pa. The places were flooded, oil tanks carried away and their contents spreading over the surface of the water soon caught fire, and the floods became a sea of raging flames. Many lives and much property was destroyed, and the calamity, so terrible in its nature and effect, has caused the floods at other points to pale into insignificance.

The following from a Connecticut paper will apply to almost any state in the Union, and will be particularly appreciated by all who have had any occasion to undertake to travel over any of our roads during the past four months. Ninety-nine per cent of the money expended on roads in the United States is as thoroughly thrown away as if thrown in the stove:

Enough money has been spent on the roads of this state in the last century to have made every main road in the commonwealth as hard as a rock and as smooth as a floor, and reasonably level and straight—if only the money had been systematically used and not frittered away on wasteful experiments and in "repairs" which are worse than neglect. Enough will be similarly used in the next hundred years. Isn't it about time for the thrifty people of the state to begin to look at their own permanent interests in this matter.



**"First our pleasures die--and then
Our hopes, and then our fears--and when
These are dead, the debt is due,
Dust claims dust--and we die too."**

Cashman.

Died April 26th, at his home in Cincinnati, Brother Michael Cashman, and by his death Division No. 107 loses an energetic, earnest and sincere member, his wife a faithful husband and his children a kind and loving father. The sincere sympathy of every member of the division is extended to the stricken family in their deep bereavement, and it is their heartfelt prayer that the God of the widow and of the fatherless may watch over, protect and comfort the stricken mourners. At a regular meeting the division adopted resolutions of sympathy and directed that the charter be draped for thirty days.

Gordon.

The dread angel of death has passed the threshold of a happy home and removed from the fireside the beloved wife of Brother E. H. Gordon, of El Capitan Division No. 115, and in resolutions adopted by the division at a recent meeting, the hand of "perpetual friendship" is extended, together with the warmest sympathies of its members, and they trust and pray that the Father above will be with him and the motherless little ones in this their hour of deep affliction and lead them by the hand until they have joined wife and mother in the "home above," where parting shall be no more forever.

Guthrie.

Another bright gem has been called from earth and placed in the Crown of our Savior. The infant son of Brother Edward Guthrie and wife has been taken from a world of care and trouble to his Heavenly Home. By resolutions adopted at a recent meeting, Anchor Line Division No. 217 extend their sympathy to the broken hearted parents. Cheer up, brother and sister, weep not for thy little one, for thy loss is Heaven's gain, and for consolation look to Him who hath said, "Suffer little children to come unto Me and forbid them not, for such is the Kingdom of Heaven."

Sweet as the incense of morning,
Pure as an angel of light,
Lost to our heart's fond caresses
He sleeps in his casket of white.

Hathaway.

Killed at Ashland, Wis., on the 26th of April, while in the discharge of his duty, Bro. Jud Hathaway, of Huron Division No. 121. Bro. Hathaway was one of the foremost members of the division, and in his death the division, as well as his family, is bereaved. The division, at a meeting held May 22d, adopted appropriate resolutions expressing their sense of loss and their sympathy for the widow and fatherless.

Helmer.

It has pleased the All-wise Father to remove by death from the home circle of Brother and Mrs. F. B. Helmer, their loved daughter Daisy, and Mattoon Division No. 101, of which Bro. Helmer is an honored member, wishes to express the deep sympathy of all its members with the bereaved parents and to extend to them in the hour of trial and need, their sincere friendship and love.

Martin.

Died May 20th, after a prolonged illness at his home in Macon, Ga., Bro. W. Hal Martin, a respected member of Macon Division No. 123, and at a special meeting held for that purpose, the division adopted resolutions of sympathy with the bereaved relatives and friends, and expressed their sense of personal and fraternal loss in the death of Bro. Martin.

Stewart.

The Death Angel has crossed the pathway of Brother D. H. Stewart, of Frontier City Division No. 167, and taken from his side the companion of his life's journey. The sympathy of all his friends and Brothers is extended to him in his sore need, and the division, at a regular meeting, adopted resolutions of sympathy.

Taylor.

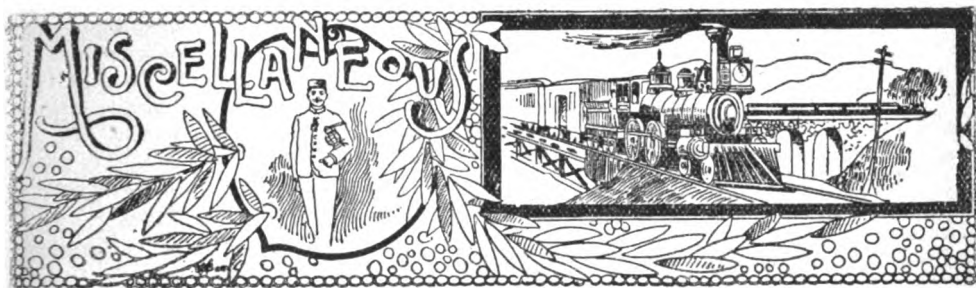
Died May 1st, at her home, Mrs. Mortimer Taylor, wife of Bro. Mortimer Taylor, of Collins Division No. 5. The Heavenly Father in the dispensation of His Divine Providence having called from earth to a better world above, the wife of one of its prominent and honored members, the division, by resolutions, expressed its sympathy with the bereaved brother in his affliction.

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NO. 7.



THE LONELY CON.

A shock, a crash, a roaring, hissing escape of steam; a confusion of cries, groans and oaths; a sharp pain in my head, and—unconsciousness.

There had been a head end collision between a freight and a passenger train. I was conductor of the passenger train. The next thing I was cognizant of was an old, robust man, with a hideous countenance, long white beard and piercing eyes, forehead covered with wrinkles, wearing a ragged and filthy garment. He was rowing me over a body of water whose temperature was very low, as my fingers dragging through the water testified. Gazing at him a few moments as he pulled on his oars, I then said, "How came I here, there was no river near the scene of the collision? Where are you taking me to? Were many hurt? Any killed? Has anyone notified the officers?"

He replied: "Of what you are talking I know not. As for you, you are dead. My name is Charon. This is the river Styx. I am rowing you over to conduct you to hell."

Dead am I, I mused. So there is a river Styx. A boatman Charon. And there is a hell also, for he says I am being taken there. Some of my friends were kind enough to furnish the necessary abolus to keep me from wandering a hundred years on the shore in suspense. Well, what better could be expected of a railway passenger conductor who catches hell so much in every day life from officials and the public. He naturally is so filled with its atmosphere that natural selection draws him thither after death, like force of gravitation.

Arriving at the opposite shore from our starting point, as the prow of the crazy old scow touched the shore, I immediately detected the smell of sulphur and brimstone. At the same time I beheld a man and woman who Charon said were his father and mother, Erebus and Nox, who would conduct me to the presence of Satan, and from there to the place assigned me, as I was informed that every one in hell was classified and assigned according to classification. Conducting me to a door covered with hieroglyphics and emblems unknown to me, at a knock from Erebus, a not unpleasant voice bade us enter. Entering as the door opened with no effort on our part, I beheld a rather pleasant looking person, who seemed very much fatigued. In reply to a question from Erebus as to how he felt, he said very weary, as he had just returned from a ministerial meeting where it had been decided there was no material hell. Listening to their arguments made him tired. At the same time he gave a chuckle to himself and looking at me, asked, "What do you think about it?"

I told Erebus to tell him I was very well satisfied hell was material enough for me every time an indignant passenger or disgruntled official saw fit to donate me a little when in life.

Addressing Erebus he said, looking at me, "who have you there?"

Erebus replied: He says he was in life "A Con."

"A Con what?" said his majesty

"He will only grant that for his answer," re-

plied Erebus, while Nox seemed to admire my ability and reticence, as it baffled his majesty.

Then said Satan, while a look not so pleasant clouded his face and a pair of horns just made their appearance: "Since every one here must be classified and properly assigned that no injustice may be done this 'Con' and he may get all he is entitled to, begin at the highest apartment of 'Cons' and continue to the lowest until you find his proper place with those who recognize him as one of them. When found return with him to me for assignment. I do not remember any of his kind here before.

At these words I did not know whether to be glad or grieved. If none of my kind had arrived in hell before, I surely must have been the worst of "my kind" to get there, or somehow a slip had occurred and the force of the collision had thrown me so far I went beyond the force of gravity of the earth and penetrated the circle of gravity around hell, or was it because I caught hell so much from the public and my officers on earth and took it so much to heart this atmosphere was more natural, which might account why hell caught me. Well I was here that was evident.

Said Erebus, "We will go to the upper apartment first," the place of the Conceders. Such people in life who drifted into hell by their lack of force. They admitted too much, gave up too easily, and when Satan's agents claimed them they conceded the claim, gave up and came along lacking strength of will to resist, outflanked into hell. Knocking at the door, which opened in the same mysterious way as the other, I saw a lot of irresolute faces, all nodding to each other. "Did you know this being on earth?" said Erebus. Force of habit caused them, at first, to nod. When asked for my title not one could name it, and disgustedly I was led along down to the next apartment, wondering if I should find anyone in hell I knew.

Over the door of this place was written "Conciliators." They repudiated me, although I partly expected from my repeated efforts to conciliate passengers there might be some connection between us. I learned here were the ones who in life tried to reconcile the world and religion. Who found nothing so very bad in the devil and nothing so very good in religion. Tried to "average up" and failed, for "no man can serve two masters."

Lower down we went. We next arrived at the place of "Concealers."

Here were those who in life had a faculty of concealing their preference. They really preferred religion, but thinking it no one's business but their own, let not "their light shine." Too

late they learned of a truth, "He that is not for Me is against Me."

I was repudiated there and still lower. When the atmosphere grew hotter we descended.

The "Concoctors and Plotters" repudiated me, likewise the "Condensers," "Congealers," "Confabulators," "Contradictors" and "Contenters."

We were pretty well down now, when Erebus knocked at the door of "Confiscators." Here were those who on earth watered stocks until valueless to the owners and then appropriated them themselves. I had no part or lot with them.

Then down, still down, to the door of "Condemners." Men who were so busy sentencing and censuring poor erring mortals in life, they forgot themselves mortal and neglected to provide for a "stay," when the devil's agents claimed them, and were now where an appeal would not help them. Legal jugglery and divine decisions they found not synonymous.

"Not of us," they replied, after looking me over with a judicial eye.

Next we arrived at the place of "Conformers." Here were those who outwardly conformed to the demands of religion in life. Whose names were on the church records, while at heart they were full of worldly schemes to advance their own interests regardless of the claims and rights of others, so long as the church and the "elect" knew it not.

"Not of us!" they replied.

We next came to the door of "Confusers." Men who in life preached so shady a doctrine they only confused those who listened, until some who were on the right path to heaven became confused and lost their way. These denied also.

They were so near the bottom I was very glad of it.

"Only two more apartments," said Erebus, while Nox looked interested.

Down, still down. Here was a place marked "Controllers." When the door opened I thought surely I was discovered. For here were tyrannical army officers, hypocritical church and corrupt civil officers, with unjust railway officials. Fortunately while in the army, church and civil life, as railway life, my positions were so insignificant they did not recall me. In this case ignoring on earth meant ignorance in hell, therefore they denied me, although I remembered there a tyrant in the army, a hypocrite in the church, a dishonest civil officer and unjust railway ones.

"Only one more place" said Erebus. And oh! the air was awful, my eyes were smarting, my lungs were choking, my chest was heaving. I used to think smoking and emigrant cars terrible, but they were not, like myself "in it." But down

we went to the bottom place, of hell. We found bottom, so the story of a "bottomless pit" is exploded. Give the devil his due, he will return the compliment if he gets a chance.

Knocking, the door was swung open, and such a miserable lot of wretches I never met alive or dead. This place was marked "Convictors."

Here were false witnesses, perjurers, Judas Iscariot, and spotters of railway conductors.

"Do you know this being?" said Erebus, when they stopped their cries long enough to be heard. "No," said Judas. "No," said the false witnesses. "No," said the perjurers. When about turning away with savage fury, "Yes," came from the spotters, who were in the majority. "A clew at last," said Erebus, while Nox looked expectant. "Who is he or what was he in life?" said Erebus. "A railway passenger conductor," came spitefully from the spotters in chorus. "We lied about him on earth, and we have him in hell and we are glad he is with us. We know we lied about him, yet the fact that he is here makes us think him guilty, while we could not prove it."

"Not of or with you here," said Nox. "While I am mother of Discord, Fraud and Death, I am truly glad I am not the mother to you, the vilest of the earth, and justly the lowest in hell. Come," said she to Erebus, "let us report to his majesty the result of our inquiries, that he may assign this conductor to his place."

Rapidly returning to the audience room we entered his satanic presence, when Erebus reported I had in life been a railway conductor,

Satan, looking at me compassionately a moment said, "You are alone of your kind in hell, the first conductor to arrive. How much the fault is yours I do not say, but since no one who enters may return, I keep you. Your class is abused, tempted and much misused as no other class on earth. You are handicapped and used as scape goats. I only wonder none have arrived before. You are generous, charitable and fraternal, and that same generosity, charitableness and fraternal feeling, gives the spotter his opportunity to injure you. Since your offense is the mildest for which souls come here, I will make a new apartment for you, the highest in my realms, almost out of, yet within hell, and of all the occupants in hell, I think you will be the loneliest as you will be for the present, *alone*."

I entered my place, threw myself down on the floor and fell asleep exhausted. After a long time I opened my eyes to behold a group of faces anxiously watching, and I heard the doctor say, "he is now safe, the sulphur sweat from brimstone heat saved him,"

The collision was real, and for days I had been

unconscious, while I dreamed I wandered in hell. Who will prove I did not have a glimpse? Who wants to? Mostly the spotters.

A Great Strike.

Labor strikes are destructive to the laborer and employer alike. The unemployed men and women are numbered by the thousands, therefore, strikes cannot succeed, but can bring suffering, sickness and hunger to our families. Millions of dollars have been wasted in this way. A simple and certain way to increase our wages, bring comforts to our families and give our boys the right to learn a trade is at our command if we only have the wisdom of a child. Every year nearly a million of immigrants come here and displace almost an equal number of our laborers now at work: many of these immigrants are the most degraded people of Europe, and gladly take the work for which the average worker is now being paid \$1.25, for 20 to 35 cents per day.

These are good wages for them, but starvation wages for us, and will be the prevailing wages here unless immigration is stopped. If these hundreds of thousands of diseased, dishonest, degraded and ignorant people were prevented from coming here, in five years no man or woman need remain idle for one day, wages would increase, and instead of spending days and weeks in looking for work to avoid starvation, as is now the case in very many instances, work would search for the workman. Why should we lack the wisdom to protect ourselves and the future welfare of our children and our country? No other people in the world, no matter how degraded, would neglect these things as we are neglecting them, and a fearful penalty must be paid for it.

As a result of this country being Europe's cesspool, the increase in the criminal and pauper population is far greater than that of the ordinary population. For the past nine years we have been supporting 189,000 insane at a cost of over \$110,000,000. Over 510,000 criminals is costing directly and indirectly over \$148,000,000. The prison population has increased 53 per cent while ordinary population has increased but 24 per cent. We have supported over 700,000 paupers in almshouses, costing us \$107,060,000; and over 1,000,000 have received public relief outside at an enormous expense; 84 per cent of all these people are immigrants or the children of immigrants; the refuse of Europe dumped upon us for us to support in order to relieve their relatives and institutions of expense. Twenty dollars of passage money is much cheaper than years of expense. The descendants of one of this class now number, in 100 years, 1,200; over 420 are known to

have been criminals, paupers or murderers, and have so far cost one state over \$1,300,000. During twelve months of 1890 and 1891 there were 10,196 known murderers in the country. In one county in Pennsylvania in one year 54 murders were committed by men who have been in this country less than five years. Incendiarism is of daily occurrence.

High taxes make high rents. We are taxed directly and indirectly each year over \$30,000,000 to support paupers and to protect us from the criminals who have arrived and are still arriving from other countries. A fearful burden is laid by European pauperism and crime upon American productive labor by unrestricted immigration.

Why should we suffer so to save European communities expense? These people have no claim on us. Yet at a very modern estimate, we are taxed individually for their support in increased rent \$20 per year, in decrease in wages \$65 per year, increase of living expenses \$38 per year. Can we afford it? One society has on hand for shipment of immigrants to this country over \$9,000,000. They propose sending to us 6,000,000 Southern Europeans. The object was, and probably still is, to change our form of government. The Baron Hirsch fund of \$5,000,000 is to be used in unloading upon us the 4,000,000 Russian Jews, a most degraded and undesirable people. No other nation will have them. These people work twenty hours per day for seven days in the week; and seven or eight, eat, sleep and work in one room. Will our children be able to compete with them?

Workingmen, our future seems dark; but it is in our power to brighten it by stopping immigration until the thousands of unemployed can be disposed of.

Cease to be the cat's-paw for the politicians who can now buy for ten cents apiece the votes that raise your rent and lower your wages, who pat your back before election and kick you after. Be the masters instead of the slaves of your political servants, and demand of each political candidate a pledge that he will advocate and vote for the stoppage of immigration. Laws for its regulation have been useless. American naturalization papers are not honored, they cost the immigrant nothing and can be bought by any newly arrived brigand for unlawful use, for from 40 cents to \$2, from those who have no further use for them. A prison-bird, a felon or murderer from Europe is your equal as a citizen in five years; while we must labor and pay taxes for our sons for twenty-one years.

We demand that an intending emigrant shall, one month or longer before sailing, present to an

American Consul, to be endorsed by him, a certificate of character, be examined by a good physician as to his health and pay a fee of \$10; this fee will cover the necessary expense. If this is neglected, a fee of \$25 upon landing, a residence of twenty-one years, and a fee of \$100 before becoming a citizen. But if he has received a consular certificate, he shall pay a fee of \$25 on landing; in five years he may declare his intention and receive his first papers, paying a fee of \$25, final papers ten years after and a fee of \$20, naturalization by United States courts only; no person to become a citizen inside of fifteen years unless by special act of Congress applying to one person only. All paupers and criminals not citizens to be returned from whence they came; no person not a citizen to hold any elective or judicial office.

Every Labor Union, every Workingmen's or Woman's Association, every Club or Meeting should advocate these principles, and demand of every candidate for national or state office, a pledge that he will also advocate and work for them.

Fellow workers! shall we be slaves or freemen?
WORKINGMEN'S PROTECTIVE ASSOCIATION.

Edward Atkinson.

In the April *Magazine*, 1892, we took occasion to make some allusions to Mr. Edward Atkinson, of Boston, Mass., who of late years has become a voluminous writer and talker upon subjects relating to labor and the condition of laboring men. It appears that Mr. Henry Carey Baird informed Mr. Atkinson that the *Magazine* had written some rough notes upon some of his utterances, whereupon he became anxious to read the article in question and requested that a copy of the *Magazine* for April should be forwarded to him. This was promptly done, and in response to the request a "courteous" note from the editor was sent to Mr. Atkinson. So much for explanation. After mature deliberation, Mr. Atkinson concluded to reply to the *Magazine* article in question, and the following is the full text of his communication:

BOSTON, May 7th, 1892.

EUGENE V. DEBS, Esq.—*Dear Sir:* Upon information received from my good friend, Mr. Henry Carey Baird, I sent for a copy of the *Locomotive Firemen's Magazine* for April, in which he informed me there had been a strong attack upon me. Upon reading the article on page 299 I find the "attack" but I do not find it "strong;" on the contrary it is very feeble. I should not have thought it of any sufficient consequence to notice except for your courteous letter of May 4th, sent me from New York. I will therefore

make a little running comment upon the article.

It begins by reference to the "baked bean and codfish civilization of Boston," said to have "produced no more degenerate specimen of civilization than myself." It happens that baked beans and fish balls are among what are called complete foods, on which the human body in place of becoming degenerate can be fully nourished and maintained in vigorous health. What is meant by complete food is food in which are contained the elements of nutrition, scientifically termed protein, hydro-carbon and fats; in common speech, starch, fat, and either bean or meat which yields the nitrogen on which muscle is developed and by which the possibility of work is maintained. The people in each section of the world have in some way discovered the kind of food which could be obtained at the least cost in their section, which would serve as a *complete food*, building up stalwart and vigorous men. Brown bread, made of Indian corn, with baked beans or with fried codfish balls, is one of these national dishes peculiar to the Yankee. The people of any state or section of the country who have not discovered the working merits of baked beans, brown bread and codfish balls are much to be pitied.

In the next paragraph, the writer is compared to "an active flea." He has never yet happened to come across a flea that weighed two hundred pounds and he is therefore unable to comprehend the aptness of this term. He is said to be "ceaselessly at work in an effort to demonstrate how low wages can be reduced." Had the writer of this paragraph known everything about the work of the undersigned he would have been assured that that is exactly the reverse of anything that he has ever said, spoken, done or written. His effort has been and is to prove that the highest rates of wages is derived from the lowest cost of production, and having been for a long period an employer of hundreds or even thousands of persons, he was never willing to have a "*cheap*" man on the works, in the sense in which that term is commonly used—low-priced workmen. In other words, cheap workmen, who are incapable of earning anything but low wages, in the application of machinery to production, are the dearest and not, in the true sense, the cheapest men that can be found.

The writer is said to be "advising workingmen to submit to slavish conditions." That is not true. His purpose has been to advise workingmen to maintain their personal liberty, to manage their own affairs and not to submit to the slavish conditions of any organization, union or boss. He is said to be "pointing out the life-giving qualities of garbage, taking the shinbone of a steer,"

etc. The ignorant person who wrote that sentence is unaware that the shinbone of a steer is in common use every day in the Fifth Avenue Hotel, at Delmonico's, and every first-class establishment in which the food of the rich is prepared, in order to make from it an appetizing and nutritious element in a dinner or lunch.

Reference is made to the "attempt of the writer to bring American workingmen down to the eating level of scavenger Italians and other riff-raff of Europe who have learned to live like vagabond dogs. The writer of that paragraph is probably unaware that the poor Italians, French, and some other European races are among the most skillful cooks and purveyors of food in the world. It is in the effort to do away with the nasty messes commonly served to American workmen, which has forced them to live like a "vagabond dog," and to bring them up to the level of the Italians and the Frenchmen, that the writer has undertaken to make the science of nutrition a simple art that any one can practice.

The writer of this silly personal attack upon one of whom he knows little or nothing, says that "the question which the writer has put to workingmen as well as to employers, whether or not it might not be well to appeal to the higher courts in order to maintain the right of free contract and the personal liberty of the workman," ought to be construed into this form: "May it not be judicious to appeal to the courts of highest jurisdiction to suppress labor organizations?" In the first place the courts in cases cited in the article on "Personal Liberty," lately published in the *Popular Science Monthly*, have sustained the right of workmen to organize, and no one but a fool would contest it. The writer wouldn't contest it if he could and couldn't if he would.

In the last paragraph the writer is said "to be the most venomous enemy of workingmen to be found in the country." The workingmen of this part of the country do not think so. They are very apt to invite the writer to address them, and perhaps their attitude was most fully expressed by an old weaver belonging to the Weaver's Protective Union, an organization which invited the writer to a clam-bake in Rhode Island last summer in order that he might address them. His opinion was in the following terms: "Mr. Atkinson, I want to tell ye exactly what the workingmen think of ye. They don't like ye one bit, and they can't get along without ye, because ye always tell 'em the truth."

In the next paragraph it is said that the writer "as a statistician makes his figures lie." Why not disprove them? It would be very easy to do so if they do lie. Figures are very apt to lie, especially when sorted by an incapable man.

It is said that the writer "has earned the contempt of all enlightened working men." Better correct that sentence; put in two letters ahead of "enlightened;" spell it with a "un" and then you will hit it.

In your letter you suggest that "if I deem it prudent to enter into a controversy you would be glad to have me forward some of the literature of which I am the author." I do not want any controversy. It is useless to controvert such writing as that in the April number of the *Locomotive Firemen's Magazine*. There is nothing in it to take hold of; no statement of a fact, no figures, no argument; nothing but a little silly vituperation. Nevertheless I send you several articles which may interest you, not including the particularly obnoxious one on "Personal Liberty," as I may infer that you already have that.

You ask me "to furnish you with the lowest estimate of the cost of a square meal for a workingman." That I cheerfully do, enclosing in this envelope, even at the cost of the extra postage, a series of bills of fare, Nos. 1 to 12, all of them scientifically computed, varying in cost at this end of the country, from thirteen cents a day up to twenty-eight cents. Probably cheaper in *Terre Haute*. "You pays your money and you takes your choice." You needn't try to save your money or your work unless you choose to, but it occurs to me that if a man or woman earns only seventy-five cents to a dollar a day, and can live *well* on appetizing food at the cost of twelve and a half cents a day instead of living very meanly and badly on boarding house hash at twenty-five cents, the man or woman who is not a fool would choose the good food at a low price rather than the bad food at a high price; but as I maintain personal liberty and free contract I would not interfere with the common practice under which "a fool and his money are soon parted," if a fool chooses to part with it for high priced victuals badly cooked.

Seriously your article in the April number of the *Locomotive Firemen's Magazine* is incorrect in every material point and very silly,—but if it pleases you and your readers, it doesn't hurt me, and I haven't the slightest objection to your continuing on that line as long as you like.

My only object in writing you is this. I have often wondered how the locomotive engineers and firemen, constituting one of the most important and hardest worked bodies of men in this country, could possibly stand the arduous conditions of the service. I have thought of them as well as others in the attempt to make a simple apparatus for cooking food of any kind, low-priced or high-priced, in a better way and for doing the cooking

where the workingman may happen to be. I have tried to imagine the conditions of the locomotive engineer and fireman running a night freight train in a cold winter night in storm and darkness, and it has seemed to me that if I could supply him with a handy little cooking bucket with a common kerosene lamp attached, that he could hang alongside his stand upon the engine or place under the seat, so that in the middle of the night he might have a hot, appetizing dish of meat, or fish, or oat-meal, or baked beans,—if he is intelligent enough to cook them,—with a cup of hot tea or coffee, I might be doing him a service. That I can do fairly well now, but I have not yet succeeded in getting a lamp into use which requires no glass chimney, although such a one is already invented and I am promised a supply within the next sixty days. Then my little apparatus will be safe for any one's use. I do not choose to advertise it at present. I do not choose to force it upon any one who prefers cold, indigestible victuals at a higher cost than he can provide for himself cheap, hot and digestible food. nor will I undertake to put him in the place of the pauper by attempting to give him these ovens without any profit to the manufacturer or to myself. I may choose to devote my profits to the further development of the science of nutrition; that is my affair; but I shall make a profit in serving locomotive firemen as well as others, since no invention comes to stay that does not pay.

Yours truly,

EDWARD ATKINSON.

We confess to a little railery in characterizing the civilization of Boston as a baked bean and codfish article, and we could have added other salt water embellishments without doing violence to the subject.

Our allusion to Mr. Atkinson had no reference to his standing in the ranks of the Boston aristocracy. We understand that he is a man of wealth, and he confesses to being or having been a large employer of labor.

What he says about baked beans and codfish balls we have no disposition to controvert, but we have yet to learn that the dwellers upon the seacoast who subsist chiefly upon fish and clams, are either intellectually or physically the superiors of those who are denied such delicacies.

If Mr. Atkinson deems it prudent to extol the modes of living characteristic of Italians, Huns and Poles, who find their way to the United States for the purpose of having American workmen adopt their methods, it is manifestly his privilege to do so, and if he will take the trouble to visit New York and note how the Italians live who are engaged in the garbage business of that

city, he can supply himself with data showing that these degenerate creatures live like scavenger dogs, and however low their wages manage to save money. If he will visit the mines in Pennsylvania he will obtain still more information in the line of his *life work*, showing that men, women and children manage to live upon a cost of not more than two cents each per day, and being able to live cheaply employers conclude they are not required to pay *high wages*; and Mr. Atkinson, being an investigator, has doubtless found out that by reducing wages a workingman must reduce expenses—he must find cheap food or starve—he must adopt the diet of Chinese, Huns and Dagos, people who, at home eternally confronted with starvation, have learned to live but one remove from scavenger dogs.

Mr. Atkinson, we are advised, opposes labor organizations. He doubtless believes that they are troublesome, they interfere with employers when the purpose is to reduce wages or increase the hours of labor.

Here is what he says: "The writer is said to be advising workingmen to submit to slavish conditions. That is not true. His purpose has been to advise workingmen to maintain their personal liberty, to manage their own affairs and not to submit to the *slavish conditions of any organizations*, union or boss."—[The italics are ours]. What further testimony is required to prove that Mr. Atkinson is the avowed and relentless enemy of labor organizations? He would, if he could, annihilate every lodge of workingmen in the country, and he would, if he could, strike dumb any voice that is arousing workingmen to put forth their strength to obtain fair wages, that they may live as becomes American citizens. Mr. Atkinson would, if he could, turn the workingmen over to the mercy of employers, and compel them to accept the degradation which follows low wages, in spite of Aladdin ovens and scientific cooking.

Fortunately the workingmen have the right to organize; have the right to confront employers and demand justice; have a right to resist degrading conditions; have a right to discuss what constitutes their fair share of the wealth they create. Nevertheless Mr. Edward Atkinson proclaims himself the foe of such organizations. He is not so much of "a fool" as to attempt to destroy labor organizations by an appeal to the courts, but he is nevertheless so hostile to them that he advises men and women to keep away from them, and is probably more relentless in his hostility than any other writer or speaker in the country.

Enlightened workingmen of the United States, as a general proposition, are in favor of labor or-

ganizations. What they think of men who oppose labor organizations is easily ascertained. If the millions of men who constitute the army of organized workingmen were to express to Mr. Atkinson what they think of him as a foe of organized labor, a term far more expressive than "contempt" would be used.

Mr. Atkinson, as he is the employer of "thousands of men," may be able to obtain invitations to address workingmen, and may influence men to stand aloof from organizations, but he cannot arrest the determination of workingmen to organize. He cannot resist the spirit of independence abroad in the ranks of workingmen. He may debase men to a certain extent, and increase the number of "scabs." He may teach men the science of shinbone diet, and chuckle as he sees his degenerate disciples manage to live on 10 cents a day, and glory in his success in teaching Americans to live like Hun, but American workingmen are resolving not to be further degraded, scientifically or otherwise, and Mr. Atkinson, were he a thousand times more erudite than he is, will find out at last, and at no distant day, that his mission is a miserable failure.

At another time we hope to present Mr. Atkinson's views in a way that will again attract his attention, not for "contention," but simply to demonstrate that workingmen are prepared to expose duplicity, no matter who may be its champion.—*Locomotive Firemen's Magazine*.

Regarding Legislation.

MR. EDITOR:—I desire to take up a few minutes of your valuable time, in order to present to you some important questions concerning future action of the brotherhood in Minnesota upon the matter of legislation.

At the last session of the state legislature in St. Paul the legislative board of the B. of L. E. (which is provided for by the constitutional law of that order) introduced several measures looking to the improvement of our condition as employes, mainly designed to assist the formation of contracts, among which may be mentioned, The Pinkerton Bill, H. F. No. 14; The Iron Clad Bill, H. F. No. 367; The Semaphore Bill, H. F. No. 402; The Air Brake Bill, H. F. No. 43; The Ten Hour Bill, H. F. No. 685; and the Firemen's Bill, No. 819.

You are familiar with the Pinkerton Bill, which passed both houses by handsome majorities and became a law April 22, 1891, and is now known as chapter 16.

The Ten Hour Bill also passed and became a law on the same day and is now known as chapter 17, of the general laws of Minnesota.

The Iron Clad Bill provided that to request any person to withdraw from any labor organization, or to dismiss any person for holding such membership, would be a misdemeanor, punishable by fine and imprisonment. This bill was defeated in the house.

The Semaphore and Air Brake Bills were both lost in the house.

The Firemen's Bill, so-called, measure, house file No. 819, made it a misdemeanor for any person to accept service as an engineer, or to employ any person in such capacity who had not served at least three years as a locomotive fireman.

The advantages of such a bill are too apparent to require mention, more than to say it would be a mighty good thing in time of war to have such a law on our statutes. This bill passed the house with only six votes against it, and was defeated in the senate, Mr. Keller, of Stearns, leading the fight against it.

After the session was well advanced. Mr. Hayes, the representatives of the engineers, made an appeal to No. 82 for aid in securing this legislation, No. 82 responded by sending Brother Harry Barnes, of the Northern Pacific, to St. Paul as the representative of the locomotive firemen of Minnesota and immediately notified other lodges of our action. The question was on, to be decided at once; any wait for general action or combination would perhaps prove fatal. Nos. 61 and 270 responded generously and heartily to our appeal for aid and paid their share of the expenses. The benefits are for all the members in the state.

Now, I want to ask, do you gentlemen want to go into the coming campaign, regardless of party, and help elect our friends to the legislature, and also arrange for sending a man to St. Paul the coming winter to look after our interests? Do you want to have anything to do with helping keep the men at home who antagonized all measures intended to help the working classes in the last legislature?

With this end in view, I would suggest the propriety of holding a union meeting, say some time in June, of representatives of each lodge in the state and each division of the engineers, inviting the switchmen and conductors to co-operate with us.

We must do something to counteract the baneful influence of the Railway Employés' Club, which is nothing more or less than a weapon in the hands of corporate power, designed by skillful manipulators of political science to sink us by our own weight in everlasting bondage. Please discuss this with the greatest freedom among yourselves, view this matter from the standpoint

of a citizen of our common country, regardless of party affiliations, *know your rights*, and knowing assert them like men.

Strip the question of personalities and bickerings and get at the meat of what will prove your salvation.—E. B. Mayo, Minneapolis, Minn., in *Firemen's Magazine*.

Railroad Train Accidents.

The large and increasing number of railroad train accidents calls for further and more stringent measures on the part of the properly constituted authorities to render their number less. The railroad interests of the country are enormous; so large as practically to defy anything in the way of public opinion, unless that opinion finds expression through legal enactment—a difficult matter, for reasons well known, but not impossible.

It is of more importance to the public that traveling by rail shall be reasonably safe than it is to the owners of railroads. The latter can afford to gamble in human life, winning more money than they lose. And it is no mystery that they do so gamble, not only in relation to the general public, but in relation to their own employés. Some of the largest and richest roads in the country are the most prone to sin in regard to protecting life by failing to use proper and well-known means for securing the safety of passengers and operatives.

Legislation in regard to railroads should undoubtedly be very carefully considered. Unnecessary crippling of a railroad in any degree reacts upon the public, but it is as necessary to insist upon some regard for human life in railroad operations as it is—for example—to insist that powder or other explosives shall not be indiscriminately stored in large cities. It ought not to be necessary to insist that railroads should adopt reasonably safe methods in operating trains, but it is necessary, as all experience teaches.

One thing that would operate to reduce the number of train accidents is the making of it incumbent upon the officers to report at once to some competent board every accident, and the cause; something as the officers of English roads are compelled to report to the Board of Trade. As it is now, the public are left in uncertainty as to such accidents. The mouths of every one connected with the road, upon which a serious accident occurs, are sealed in the matter. If the furnishing of such reports were rigorously insisted upon, there is little doubt that the number of accidents would be materially decreased. Letting full and complete, and immediate light shine on the subject would reveal the weak spots in the

operation of roads and the equipment of trains, and, in many instances, reform would be demanded in such a way as to be heeded.

It is not possible to entirely avoid accidents to railroad trains. The care, the watchfulness, the intelligence of the operatives, is an important factor, and all experience has shown that the most careful of men will fail sometimes. But such accidents can be lessened by compelling railroads to adopt approved means to that end. If, in addition to this, they would pay sufficient wages in some of the so-called minor situations to attract first-class men, and keep motive power, rolling stock, bridges and track in proper condition, instead of periodically discharging men whose services are requisite for this purpose—discharging them to temporarily lessen expenses in the interest of speculation—railroad accidents would be of comparatively rare occurrence.—*American Machinist*,

If I Should Die To-Night.

[The following little gem after floating through the press with an unknown authorship has finally been proven to be the production of Miss Belle E. Smith, of Tabor, Iowa. It was first published in the *Christian Union*, June 18, 1873.]

If I should die to-night,

My friends would look upon my quiet face
Before they laid it in its resting place,
And deem that death had left it almost fair,
And laying snow-white flowers against my hair
Would smooth it down, with tearful tenderness,
And fold my hands with lingering caress—
Poor hands, so empty and so cold to-night.

If I should die to-night,

My friends would call to mind with loving thought
Some kindly deed the icy hands had wrought,
Some gentle word the frozen lips had said,
Errands, on which the willing feet had sped;
The memory of my selfishness and pride,
My hasty words would all be laid aside,
And so I should be loved and mourned to-night.

If I should die to-night,

Even hearts estranged would turn once more
to me,

Recalling other days remorseful'y—
The eyes which chide me with averted glance,
Would look upon me as of yore perchance
And soften in the old familiar way;
For who could war with dumb unconscious clay?
So I might rest forgiven of all to-night.

O, friends! I pray to-night
Keep not your kisses for my dead, cold brow;
The way is lonely, let me feel them now.

Think gently of me, I am travel worn,
My faltering feet are pierced with many a thorn,
Forgive, Oh, hearts estranged, forgive, I plead;
When dreamless rest is mine I shall not need
The tenderness for which I long to-night.

—*The Homestead*.

The Maid of Gettysburg.

BY S. E. FARNHAM.

In the balance the fate of a nation trembled,
That balance to turn, armed hosts had assembled,

Not only to decide the fate of a nation,
But also the course of the next generation.
In brightness shone the morning sun,
On a field to be lost and won.
Looking down on the unfought field
That July sun these things revealed:

Seven score and ten thousand battle tested men
Obediently waiting for the moment when
The onslaught and following shock of battle blast
For many a veteran there would be his last.
A cemetery speaking peace,
A resting place where passions cease.
Marble shafts, while rebuking strife
Reminding of the end of life.

Upon a little home near by the battle line
Did the July sun that eventful morning shine.
Peeping through the windows by its aid could
be seen

Mrs. Rogers' daughter, who numbered years
eighteen.
Not national autonomy,
But domestic economy,
Engaged her attention instead,
Showing her, alone, baking bread.

The general commanding a brigade that day,
Passing the house stopped and looked in to say,
"A battle, inevitable, would soon be fought,"
Advising, "at once a place of safety be sought."
"In the oven is a batch of bread
I cannot leave undone," she said,
"This batch to finish I will stay,
Then go, General, right away."

While the batch in the oven was turning to bread
The battle began, soldiers called and were fed.

When fresh from the oven her first batch came
steaming

Wicked shells fast coming, around her were
streaming.

Soldiers almost overpowered
By hunger, soon that "batch" devoured.
Then Josephine, in pity, said
"I'll make just one more batch of
bread."

To the ten score canon from General Meade's
side,
Thundering vigorously Lee's six score replied,
Covering fair fields with the dying and the dead,
The house often striking wherein was baking
bread.
With the battle getting higher
She placed fuel upon her fire.
With cannon her oven shaking
"Just another" bread batch kept baking.
Picket's whole division and Pettigrew's brigade
Attacked the Union center, bound not to be
stayed.
One score and eight thousand men on a bloody
track
Found her baking when they charged, found
her coming back.
Distributing bread they found her
While the dead lay thick around her.
"Just another batch" she kept baking
With cannon her oven shaking.
That sublime charge, so fierce, naught could at
first confine,
Overwhelming in its force swept through
Gibbon's line.
Among roaring batteries, belching iron hail,
Stood those men fifteen minutes, determined
not to fail.
When at length they were defeated,
Their skeleton line retreated,
Witnessing a courage to match
Their own—"Just baking another
batch."
Despairing and defeated, driven down the slope,
But one in four returning, proved they tried
to cope,
Like heroes of good mettle 'gainst fate with-
out avail,
But flesh and blood could not stand the fierce
iron hail.
This iron hail her house shaking
Did not stop Josephine's baking.
That iron hail this maiden spared,
While equal risks with them she shared.
Gettysburg well fought, hardly lost and dearly
won
Witnessing many a deed of heroism done,
Witnessed no worthier deed in that storm of
lead
Than this domestic maid baking her batch
of bread.
While so many cannon thundered
Men paused to look, then wondered.
Gratefully the warm bread biting,

And with new strength continued fight-
ing.
With her home well riddled by shell and can-
non shot,
Wounded men for shelter had sought her
dwelling spot.
By seventeen dead soldiers was she surrounded,
At the close she could report, "Not even
wounded."
And who will undertake to say
The everlasting arms that day
Were not around her, underneath,
Her shield and refuge, mercy's wreath?
Charlotte Corday killed Marat; killing, glorified
"That she had succeeded," then for it bravely
died.
Joan of Arc soldiers led with a meän majestic,
Josephine soldiers fed, womanly, domestic.
The only tyrant she would kill
Was hunger, and with right good will
She succeeded. Who can compete
With Josephine, while men do eat?
Let the historian tell to posterity
About Gettysburg fight with its severity,
How Picket and Pettigrew so brilliantly tried
By great sacrifices to the battle decide.
Tell how Hancock's front and Gibbon's,
With flags riddled into ribbons,
Bravely held the Union center,
How *she* baked while bullets enter.
Let him also record where soldiers were trying
To win fame and name, when the winning
was dying.
Let them be recorded in a nation's archives
The names of the soldiers who it saved,
giving lives;
Then the surviving ones "Call in"
And let the comrades all "call in."
Cheers at roll call! What do they mean?
"Hurrah! for 'Comrade' Josephine."
Well may the old comrades there once more
assembled,
Twenty years after, when their limbs, only,
trembled,
Send for their "Comrade" called "old" although
much younger
Than themselves, to tell whose bread appeased
their hunger,
While army badges by the score
They gave her, and would give her
more,
"For she deserved them all" they said,
"While under fire for baking bread."

A Mexican Cocking-Main.

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SAN ANTONIO, April —The cocking-main is essentially a Mexican sport. Next to the great national pastime of bull fighting, it holds a higher place in the affections of the swarthy sons of the sister republic than any other diversion of that amusement-loving people. Consequently, a large cocking-main is an important event in their monotonous lives, and when one occurs, the excitement resulting from weeks of anticipation reaches its climax.

This was notably the case in the great cocking-main that was fought in San Antonio during the past week. It had been talked of for months and advertised in nearly all the newspapers in Texas, so that when the time for the conflict arrived, the city was full of sports, many of whom who had come long distances to witness the tournament. The main was gotten up by J. T. Sledge of Arkansas and John Wilkins of San Antonio, both of whom are breeders of considerable reputation. Sledge had brought with him twenty-five of the choicest birds in his state, and the local participators had even a greater number.

The fight commenced Sunday afternoon. A tumbled-down ramshackle cock-pit in the backyard of a saloon in the most malodorous part of the Mexican quarter was the place selected. A narrow space between the saloon and the pit was filled with wooden cages containing the feathered gladiators, and stands, laden with fruit, pecan-nuts and candy, while in an obscure corner a Mexican woman was busy cooking tamales and serving the steaming product of her industry to a horde of customers at five cents a plate. The pit itself was eighteen feet in diameter and was surrounded by a low fence, which was padded on the in-side to the height of a man's knee.

A circular roof, rising to a lofty apex in the center, sheltered it from the hot sunshine of a semi-tropical afternoon. The sides were open, the only walls being the rough posts supporting the roof and the long tiers of narrow seats which arose at a steep angle all around the enclosure. The scene on these benches is animated in the extreme. Dark-skinned Mexicans, with their high, broad-brimmed sombreros heavily laden with cords and lace of silver; gigantic Texans with cowhide boots and fierce mustaches; flashily dressed gamblers and politicians—all constituting a heterogeneous crowd, in which well-dressed and taciturn tourists, irrepressible street gamins and uniformed policemen contributed to the novelty and picturesqueness of the scene. All had handfuls of greenbacks and silver, and were hurriedly making wagers and proclaiming volubly the

merits of their favorites among the birds listed for the fight.

A wiry looking Mexican, clad in fashionable American clothes, jumps into the ring and with his cane draws two parallel lines in the sand, six feet apart. Then he draws another equi-distant between them and retires. Immediately two men, each holding in his hands a superb looking game cock, step over the low partition, and toeing the outer lines, hold their birds towards each other long enough for them to secure one or two vicious pecks. "Get ready," calls the referee, and the cocks are brought down to the lines, blinking fiercely across the intervening space, but securely held by their handlers.

"Time!"

The cocks are released and rush at each other with a shock that sends them both back to the earth.

Again they meet, this time in mid-air, and in the fierce biting and thrusting which follows the bird from Arkansas clearly has the best of the conflict. A quick movement of a Texan, however, sends the long steel gaff into the breast of his adversary, and the birds are pulled apart by their handlers, while awaiting the referee's second call of "time." Apparently the birds are both in as good fighting condition as ever, but suddenly the Arkansas bird gasps violently. A torrent of dark blood gushes from his distended bill and the proud cock lies dead in the hands of his trainer. The latter waits long enough to unfasten the long needle-pointed gaffs that have been strapped to his legs and then flings the body into the dirt and sawdust under one of the seats. Meanwhile the air is filled with the exultant shouts of the winners and bantering cries in musical Spanish as quantities of money, varying from 5 cents to \$500, quickly changes hands.

Five other battles of the main took place that afternoon at intervals of half an hour. Some ended by the immediate slaughter of one of the cocks and others lasted for fifteen or twenty minutes.

In one fight both contestants were disabled in the first assault and bit at each other until one died from sheer exhaustion. While breath remained, the defeated bird showed fight and feebly raised his head in repeated efforts to strike his conqueror. When darkness settled down lights were brought in and "hack fighting" filled up the time until midnight.

In these contests, the match is made between the habitués of the pit, who bring their birds along with them and arrange a match on the spot, with one of their fellows. No Mexican is so poor that he cannot own a game cock or two. He will toil in the trenches under the broiling sun for six

days, and on Sunday stake the entire week's earnings upon the result of a cock fight. If he wins he has more to bet on the next one; if he loses he goes broke and the luckless rooster is carried home to be served up on the festive board in hot tamales or a fragrant chile con corna.

JOSEPH BYRNE.

The Little Ram.

Mary had a little ram,
As black as a rubber shoe,
And everywhere that Mary went
He emigrated too.

He went with her to church one day,
The folks hilarious grew,
To see him walk demurely in
To Deacon Allen's pew.

The worthy deacon quickly let
His angry passions rise,
And gave him an unchristian kick
Between his sad brown eyes.

This landed rammy in the aisle,
The deacon followed fast
And raised his foot again, Alas!
That first kick was his last.

For Mr. Sheep walked slowly back,
About a rod 'tis said
And ere the deacon could retreat,
It stood him on his head.

The congregation then arose
Ane went for that ere sheep;
But with a well directed charge,
He piled them in a heap.

Then rushed they straightway for the door,
With mutterings long and loud
While rammy struck the hindmost man
And shot him through the crowd.

The minister had often heard
That kindness would subdue
The fiercest beast; "Aha," he said,
"I'll try that game on you."

And so he kindly, gently called,
"Come rammy, rammy, ram.
To see the folks abuse you so,
I grieve and sorry am."

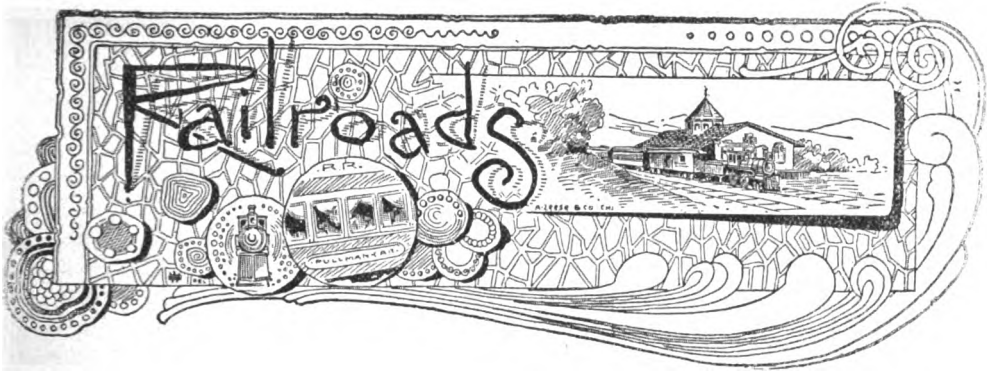
With kind and gentle words he came
From that tall pulpit down,
Saying, "Little rammy, pretty sheep,
The finest one in town."

The ram quite dropped his humble air
And rose from off his feet

And when the parson lit, he was
Behind the hindmost seat.

The minister shot out the door;
As he closed it with a slam
He named a California town;
I think 'twas Yuba Dam.

Arizona is planning to reproduce for its building at the Exposition the famous Casa Grande, which stands in the southern part of the territory. The Casa Grande, which is probably the most remarkable and interesting prehistoric ruin in North America, was first visited by Europeans in 1538, by Cabeza de Vaca and his followers, of the ill-fated Ponce de Leon expedition. Four years later Coronado, during his expedition to the southwest, made it his headquarters. Then, as now, not even a tradition as to the race that built it remained among the surrounding tribes. The building was once the main gateway to an immense walled city, the ruins of which still cover the plains, and to such an extent that in the accurate estimation of scientists the city's population must have exceeded a hundred thousand. The remains of vast irrigating ditches and cemented reservoirs are found in the vicinity of the ruined city. By cleaning one of the irrigating ditches recently 150,000 acres of land were reclaimed. This ancient irrigation system will be shown by relief maps. The ruins of Casa Grande are between five and six stories high and fifty feet square. They are composed of sun dried brick, with heavy buttressed walls, and, like all the other ancient ruins in that country, bear evidences of having been destroyed by fire, for the charred remains of rafters still cling to the walls. All about for miles and miles are strewn broken pottery, arrow heads and stone axes, which tell scientists that one day thousands of years ago that city blazed with fire and was deserted by a panic-stricken people. Casa Grande is the most famous feature of all those old sun-baked ruins, and its unknown origin, the sudden and unaccountable flight and dissolution of the inhabitants of the city it guarded, and the deep mystery which has clung to it for ages, make it one of the most interesting subjects of scientific investigation. It will be, perhaps, on its reproduction at the Fair, the most interesting building in which any of the states or territories will make headquarters. The Arizona exhibit will include minerals, semitropical fruits, petrified woods, onyx, meteoric iron, etc.



SOUTHERN PACIFIC SCHEDULE.

(Pacific System.)

OFFICE OF GENERAL SUPERINTENDENT.

SAN FRANCISCO, CAL., May 18, 1892.

The following rules and schedules for trainmen will take effect on Pacific System and lines in Oregon, June 1, 1892.

WESTERN DIVISION.

RUNS.		Con- ductor.	Brake- men.	Mileag' mon'ths work	Numb' of crews	REMARKS.
PASSENGER.						
Oakland Pier.....	Sacramento.....	\$120 00	\$70 00			Via Benicia.
Oakland Pier.....	Sacramento.....	120 00	70 00			Via Niles.
Oakland Pier.....	Lathrop and Stockton.....	120 00	70 00			Baggageman on Stockton
Oakland Pier.....	San Jose.....	110 00	70 00			swing, \$85 00
Oakland Pier.....	San Jose and Livermore.....	115 00	70 00		2	
San J. se.....	Martinez.....	115 00	70 00			
South Vallejo.....	Calistoga.....	115 00	70 00			
South Vallejo.....	Santa Rosa.....	110 00	70 00			
Sacramento.....	Tracy and Lathrop.....	110 00	70 00			
Extra.....		110 00				
MIXED.						
Niles.....	San Jose.....	100 00	75 00			
Martinez.....	San Ramon.....	100 00				
Galt.....	Lone.....	100 00	75 00			
South Vallejo.....	Suisun and Davis.....	100 00	75 00			
Elmira.....	Rumsey and Vacaville.....	100 00	75 00			
FREIGHT.						
West Oakland.....	Sacramento.....	95 00	75 00	2,740		90 miles per trip.
West Oakland.....	Lathrop.....	95 00	75 00	2,740		90 miles per trip.
West Oakland.....	Lathrop.....	95 00	75 00	2,740		Via Niles, 90 miles pr trip
West Oakland.....	San Jose.....	100 00	80 00	2,740		95 miles per round trip.
West Oakland.....	Calistoga.....	95 00	75 00	2,740	3	146 miles per trip.
West Oakland.....	Tracy.....	95 00	75 00	2,740		Actual mileage.
Sacramento.....	Lathrop and Tracy.....	95 00	75 00	2,740	3	79 to Tracy, 68 to Lathrop
Tracy.....	Mendota.....	95 00	75 00	2,740		92 miles per trip.
Suisun.....	Santa Rosa.....	95 00	75 00			
Oakland.....	Mendota.....	95 00	75 00	2,740		130 miles per trip.

Extra passenger conductors or freight conductors will be allowed compensation at rate of \$110 00 per month for extra passenger service.

On arriving at turn around points, if crews are notified that they will not be required within five hours, time held will not be figured as part of trip.

On the Lodi branch conductors and brakemen will be paid \$90 00 and \$70 00 per month respectively.

SACRAMENTO DIVISION.

RUNS.	Con- ductors	Brake- men.	Mileage months work.	No. of crews	REMARKS.
PASSENGER.					
Sacramento..... Truckee.....	\$125 00	\$75 00			
Sacramento..... Colfax.....	115 00	70 00			
FREIGHT.					
Sacramento..... Truckee.....	105 00	82 50	2,400		
Rocklin..... Truckee.....	105 00	82 50	2,400		

THE RAILWAY CONDUCTOR.

SHASTA DIVISION.

PASSENGER.					
Red Bluff.....	Ashland	125 00	75 00		
FREIGHT.					
Red Bluff.....	Dunsmuir	95 00	75 00	2,200	
Dunsmuir.....	Ashland	100 00	80 00	2,150	

For switching at Dunsmuir regular rates for overtime will be paid.

All switching over one hour before leaving time, at Ashland, will be paid for at regular rates of overtime.

OREGON AND PLACERVILLE DIVISIONS.

RUNS.	Conductor.	Brake-men.	Mileage months work.	No. of crews	REMARKS.
THROUGH PASSENGER.					
Sacramento.....	Red Bluff.....	120 00	\$70 00		
LOCAL PASSENGER.					
Sacramento.....	Red Bluff.....	110 00	70 00		
LOCAL PASSENGER.					
Sacramento.....	Redding.....	110 00	70 00		
MIXED.					
Sacramento.....	Oroville	110 00	70 00		
FREIGHT.					
Sacramento.....	Red Bluff.....	95 00	75 00	2,700	Via Marysville or Oroville.
MIXED.					
Marysville.....	Oroville	85 00	70 00		
PASSENGER.					
Sacramento.....	Placerville.....	100 00	70 00		
MIXED.					
Sacramento.....	Placerville.....	100 00	70 00		

On Oroville run we will pay conductor and brakemen respectively \$95.00 and \$75.00 per month after July 1st before, if run is made through from Oroville to Roseville Junction.

TRUCKEE DIVISION.

RUNS.	Conductor.	Brake-men.	Mileage months work.	No. of crews	REMARKS.
PASSENGER.					
Truckee.....	Carlin.....	\$125 00	\$75 00		
FREIGHT.					
Truckee.....	Wadsworth.....	100 00	80 00	2,650	
Wadsworth.....	Carlin.....	100 00	80 00	3,700	
Truckee.....	Reno and return.....	105 00	85 00		No overtime.

SALT LAKE DIVISION.

PASSENGER.					
Ogden.....	Carlin.....	125 00	75 00	6	
FREIGHT.					
Ogden.....	Terrace	100 00	80 00	3,470	
Terrace.....	Carlin.....	100 00	80 00	3,470	

SAN JOAQUIN DIVISION.

PASSENGER.					
*Lathrop.....	Bakersfield.....	125 00	75 00	5,500	
MIXED.					
Stockton.....	Merced.....	110 00	75 00		
Berenda.....	Raymond.....	90 00	70 00		
Goshen.....	Alcalde.....	110 00	75 00		
Fresno.....	Porterville.....	110 00	75 00		
Fresno.....	Bakersfield.....	100 00	75 00		Via Porterville.
FREIGHT.					
Lathrop.....	Bakersfield.....	95 00	75 00	2,600	30-day month.
Bakersfield.....	Mendota.....	95 00	75 00	2,700	31-day month.
				3,550	

Three brakemen on local between Mendota and Bakersfield.

Brakeman on Yosemite division to act as baggageman.

*Crews to make one extra trip, 220 miles (included in the 5,500 above), without additional compensation; if the return with train to be paid extra; if deadhead, nothing.

LOS ANGELES AND VENTURA DIVISIONS.

RUNS.	Con- ductor.	Brake- men.	Mil'age months work.	No. of crews.	REMARKS.
PASSENGER.					
Bakersfield Los Angeles.....	\$125 00	\$75 00			
Los Angeles..... Santa Barbara.....	110 00	70 00			
Saugus..... Santa Barbara.....	110 00	70 00			
FREIGHT.					
Bakersfield Los Angeles.....	100 00	80 00	2,600		
Los Angeles Santa Barbara.....	100 00	80 00	2,750		

For turn-around, Bakersfield to Mojave, crews will be allowed 100 miles.

The third crew was put on the Ventura division with the understanding that the men should do special work for the Los Angeles division, handling pay car, officers' specials, etc., on their lay over days. This arrangement will be continued.

As extra men for the Los Angeles division are held at Mojave, employes must report at the superintendent's office at division headquarters when they wish to lay off, unless it may be arranged between the trainmen so that the "dead-head" trip to Los Angeles and return, to relieve trainmen at Los Angeles, shall be made without expense to the company.

Present arrangement for switching at Santa Barbara will be continued.

YUMA DIVISION.

RUNS.	Con- ductor.	Brake- men.	Mil'age months work.	No. of crews	REMARKS.
PASSENGER.					
Los Angeles Yuma.....	\$125 00	\$75 00			To do extra running as at present.
Los Angeles Redlands.....	110 00	70 00			
Los Angeles Chino.....	110 00	70 00			
Los Angeles Santa Monica.....	110 00	70 00			
Los Angeles San Pedro.....	110 00	70 00			
Los Angeles Santa Ana.....	110 00	70 00			
Los Angeles Whittier and Tustin.....	110 00	70 00			
Los Angeles Long Beach.....	100 00	95 00			W., F. & Co. pay a part of brakeman's salary.
THROUGH FREIGHT.					
Los Angeles Yuma.....	100 00	80 00	3,300		
LOCAL FREIGHT.					
Los Angeles Colton.....	105 00	85 00	3,192 for 27 days		No overtime.
Los Angeles San Pedro.....	95 00	75 00			No overtime.
Santa Monica..... Santa Ana.....	100 00	80 00			
MIXED.					
Banning..... Colton, etc.....	105 00	85 00			This crew to run to Redlands with freight and switch at Colton. When they get Sundays off, they are to get \$100 and \$80 again.

When crews are held at Colton with stock, crews shall have 100 miles for unloading and loading stock and for bringing train from Colton to Los Angeles.

TUCSON AND GILA DIVISIONS.

RUNS.	Con- ductor.	Brake- men.	Mil'age Mnth's Work.	Number of Crews.	REMARKS.
PASSENGER.					
Yuma El Paso.....	\$125 00	\$75 00			
FREIGHT.					
Tucson El Paso.....	100 00	80 00	3,350		
Tucson Yuma.....	100 00	80 00	3,550		

When crews are called upon to take trains over lines of other roads, this Company will pay them for such service.

LINES IN OREGON.

EAST SIDE DIVISION.

RUNS.	Conductor.	Brakemen.	Mileage M'nths Work.	Number of Crews.	REMARKS.
PASSENGER.					
Portland.....Roseburg.....	\$120 00	\$70 00		3	15 and 16.
Roseburg.....Ashland.....	120 00	75 00			15 and 16.
Portland.....Roseburg.....	110 00	70 00		3	17 and 18.
Portland.....Albany.....	110 00	70 00			19 and 20.
FREIGHT.					
Portland.....Junction.....	95 00	75 00			31 and 32.
Junction.....Roseburg.....	95 00	75 00			31 and 32.
Roseburg.....Grant's Pass.....	95 00	75 00			31 and 32.
Grant's Pass.....Ashland.....	95 00	75 00			31 and 32 (Swing).

WOODBURN-SPRINGFIELD BRANCH.

MIXED.					
Natron.....Woodburn and return to Sil-					
verton.....	\$95 00	\$70 00			11, 12, 13, 14.

WEST SIDE DIVISION.

PASSENGER.					
Portland.....Corvallis and return.....	\$120 00	\$70 00			3 and 4.
McMinnville.....Portland and return.....	100 00	70 00			1 and 2.
FREIGHT.					
Portland.....Corvallis.....	95 00	75 00			5 and 6.

P. & W. V. AND OREGONIAN N. G. DIV.

MIXED.					
Portland.....Airlie.....	\$95 00	\$70 00			25 and 26.
PASSENGER.					
Portland.....Sheridan.....	100 00	70 00			27 and 28.
Portland.....Oswego.....	100 00	70 00			Suburban.
Freight, regular and extra.....	95 00	70 00			

LEBANON BRANCH.

MIXED.					
Albany.....Lebanon and yard work at					
Albany.....	\$95 00	\$75 00			7, 8, 9 and 10.

Extra freight, Portland to Roseburg, conductor \$5.00 trip.
 Extra freight, Portland to Roseburg, brakemen \$4.00 trip.
 Extra freight, Roseburg to Ashland, conductor \$3.60 trip.
 Extra freight, Roseburg to Ashland, brakemen \$2.85 trip.
 Engines to be wooded up at Junction, Roseburg, Grant's Pass and Ashland; trainmen to wood engines as at present at Irving for trains 17 and 31, and at all other points.

While only one crew is run on the suburban trains between Portland and Oswego, one-fourth day will be paid conductor and brakemen for Saturday nights.

Should it be necessary to use the lay-over crew of 17 and 18 for a special passenger, they will not receive any extra compensation.

SANTA CRUZ DIVISION.

RUNS.	Con- ductor.	Brake- men.	REMARKS.
PASSENGER.			{ Conductors to be allowed one day off each week, for which he will be paid if he works. Freight crew to run 5 and 6 when run as \$3 excursion, and to be paid extra for all Sunday work. To run trains 5 and 6 when run as "Hunters" train.
Alameda Mole..... Santa Cruz.. ..	\$115 00	\$70 00	
FREIGHT.			
Alameda Point. ....*Santa Cruz.....	95 00	75 00	
Alameda Point..... San Jose.....	95 00	75 00	
PASSENGER.			
Alameda Mole..... Los Gatos.....	100 00	70 00	
MIXED.			
Boulder Creek Branch.....	90 00	75 00	
FREIGHT.			
Boulder Creek Branch.....	90 00	70 00	
MIXED.			{ This train to run to Felton in summer and do work in San Jose yards; also help to Glenwood in Winter.
Almaden Branch.....	90 00	75 00	

*Three brakemen to be on this run from April 1st until December 1st of each year.

All switching at San Jose and Santa Cruz by regular freight crews to be paid at regular rates for overtime.

COAST DIVISION.

MONTEREY LINE.

RUNS.	Con- ductor.	Brake- men.	Ba'ge- men.	MONTH'S WORK.
PASSENGER.				
San Francisco Pacific Grove	\$125 00	\$70 00	\$80 00	
San Francisco San Jose	110 00	70 00	75 00	
San Francisco Menlo Park	110 00	70 00		
FREIGHT.				
San Francisco Pacific Grove	100 00	75 00		8 ½ round trips.
San Francisco Aptos	100 00	75 00		8 ½ round trips.
San Francisco San Jose	100 00	75 00		13 ½ round trips.

Whenever it may be necessary, trainmen on San Francisco and San Jose freight will be called on to make two special round trips, San Jose to Gilroy, without extra compensation. If made on Sunday, extra compensation.

Trainmen of Menlo Park and San Jose passenger runs will be called on for special service, as heretofore, without extra compensation.

No extra compensation for switching at terminals other than San Jose and San Francisco.

TRES PINOS LINE.

RUNS.	Con- ductor.	Brake- men.	Ba'ge- men.	MONTH'S WORK.
MIXED.				
Gilroy..... Tres Pinos.....	\$115 00	\$75 00		

SANTA CRUZ LINE.

PASSENGER.				
Pajaro..... Santa Cruz.....	\$115 00	\$70 00	\$75 00	
FREIGHT.				
Pajaro..... Santa Cruz.....	100 00	75 00		

SANTA MARGARITA LINE.

PASSENGER.					
*Castroville.....	Santa Margarita.....	\$115 00	\$70 00	\$80 00	
Castroville.....	Salinas.....	85 00			
FREIGHT.					
Castroville.....	Santa Margarita.....	100 00	75 00		8 ½ round trips.

Where mileage is not given, same work to be performed as under schedule of 1890.

*For short turn-around, made within 1½ hours, by Santa Margarita passenger crews, no extra compensation.

On Monte Vista and Aptos specials, conductors will receive \$125 per month when logging, and \$100 at other times; brakemen, \$75 per month.

GENERAL RULES.

1. Main-line baggagemen to be paid \$80 per month; local baggagemen, \$75 per month; over 5,500 miles, \$80.
2. Where mileage is not given in schedules it is understood that trainmen will do the same work as heretofore for the wages given; where mileage is stated, all excess mileage to be paid for pro rata.
3. Where a brakeman acts in the capacity of both brakeman and baggagemaster, and receives compensation from Wells, Fargo & Co., this is a privilege we accord him, as it does not in any way interfere with the duties devolving upon him in the train service. We will make arrangements of this kind as they may arise, from time to time, on the various divisions.
4. Division Superintendents will make such regulations in relation to yard service as they may deem necessary, in defining the work to be performed, as between trainmen and yardmen.
5. Trainmen will be called for duty at division terminals, where callers are maintained, within the limits prescribed by the Division Superintendent, by the regular caller, one hour, as nearly as practicable, before time of starting trains. The caller will be provided with a book, giving names of crews and number of trains for which crews are wanted, in which trainmen must sign their names and enter the time of call. The working time of all trains will be computed from the time crews are ordered out.
6. As far as practicable trains scheduled over the different divisions during daylight will do the way work on their respective divisions. The Division Superintendent is expected to use his best judgment in these cases.
7. Trainmen running snow-plows, flangers, pile-drivers, construction trains and all other work trains, six hours or less will constitute half a day's work; over six hours and under twelve hours a day's work, at regular rates of pay. Any excess over twelve hours to be paid pro rata. In computing overtime fractions less than half an hour will not be counted; thirty minutes or more will be counted as one hour.
8. All freight-train crews detained on the road or at terminals, on scheduled trains, will be paid overtime as follows: For any delay less than two hours (late of card time), nothing; for two hours or more, payment according to the rate of thirty cents and twenty cents per hour for conductors and brakemen, respectively. Overtime for regular trains to be calculated on the basis of the card time of the train; for extra freights, the longest schedule in the direction going shall be the basis for calculating overtime under this rule.
9. When trainmen are required to remain on duty over thirty minutes with their trains after arrival at main-line terminals, overtime will be paid at the rate of thirty and twenty cents per hour for conductors and brakemen, respectively.
10. Freight train-crews will be allowed regular freight-train rates for handling passenger trains or passenger equipment, and regular freight conductors, or extra conductors, who are not extra passenger conductors, shall receive for passenger service not less than they would have earned had they remained in freight service.
11. When freight-train crews are held waiting for stock cars to be cleaned, sanded, loaded or unloaded, they shall receive overtime at the rate of thirty and twenty cents per hour for conductors and brakemen, respectively, provided that crews so held arrive at terminals two hours or more late of card time; east of Los Angeles, regardless of card time.
12. When a train is abandoned for which a crew has been called, the crew shall be paid thirty cents for conductor and twenty cents for brakemen per hour, for all time over one hour that the crew may be held between the time of calling and notice of abandonment of such train.
13. For turn-arounds, made in six hours or less, crews will be allowed half day: for over six and less than twelve hours, full day; for all time over twelve hours, conductors thirty and brakemen twenty cents per hour. For a turn-around in less than six hours crews shall not lose their turn-out.
14. Crews working fractional parts of a month will receive pro rata of the guarantee, if they fail to make stipulated number of miles. Individuals working fractions of a month will be paid for the actual mileage made.
15. Trainmen deadheading over the road on passenger or freight will be allowed two-thirds mileage. When going over the road with caboose and an engine full time.
16. When trainmen are held waiting for their own crews, after having been taken off regular runs and sent out on special or other runs, they will be paid full compensation for such time as they are so held.
17. Trainmen will be notified and the reasons given when time is not allowed as per trip report.
18. Trainmen will not be required to coal engines at terminal points, excepting on short branch lines, or runs where the mileage is not excessive and the work is light. In cases of emergency trainmen will coal engines between terminal points and at regular intermediate coaling stations.
19. When a trainman has sixteen consecutive hours on duty, at his request he may have at

least eight hours rest, excepting in cases of emergency, such as wrecks, washouts, etc.

20. Crews unassigned to regular runs shall run first in, first out.

21. In ordering freight crews for deadheading on any freight train, the first crew will run the train, the next crew will deadhead and will be the first out, ahead of accompanying crew, at other terminal.

22. When a trainman is detailed to attend court as a witness in behalf of the company he will be paid for such service at the same rate of pay, for actual time absent from duty, as he would have received if regularly employed; he will also be allowed his actual living expenses while away from home.

23. All trainmen will be regarded as in the line of promotion, advancement depending upon the faithful performance of duty and capacity for increased responsibility. The question of promotion shall be understood to apply to employes working in the same department and in the same branch of service.

24. When a trainman believes he has been unjustly treated, he shall have the right to present his case personally to the division superintendent, with such evidence in his favor as he may have to offer. It will be the duty of the superintendent to investigate the matter thoroughly without unnecessary delay, and his decision will be given to the trainman. Should the latter wish to appeal to higher authority, the superintendent will give such trainman his decision in writing (excepting in cases involving drunkenness, or fraudulent or dishonest action), which the trainman may present, with his own written statement of his case, to the general or assistant general superintendent.

25. When a trainman is taken from his run for an investigation for an alleged offense, he shall, if found innocent, be paid for time lost, no punishment to be fixed without a thorough investigation; ordinarily said investigation to be held within five days from the date of removal from service.

26. Clearance cards will be given to all deserving employes leaving the services of the company.

27. The company will continue the practice of blacklisting on its own lines, when employes have been discharged for good and sufficient cause, such as dishonesty, criminal carelessness, insubordination, drunkenness, violation of rules whereby the company's property is endangered or destroyed, and offenses of like character. This blacklist is distributed only over our own lines, purely as a matter of protection to the interests of this company, which practice we believe in-

ures to the advantage of all deserving trainmen. It is not our purpose to blacklist a trainman dismissed for a minor offense, nor because of incompetency for the particular work in which he may be engaged, as he may be very useful in some other capacity.

28. Trainmen will be disciplined by suspension or discharge, as each case may seem to justify.

29. Trainmen leaving the service will be paid at the earliest practicable moment.

30. Letters of recommendation will be filed with personal records of trainmen, and will be returned upon application when they leave the service.

31. When trainmen are transferred from one point to another for convenience of the service, their families and household effects will be transported free.

32. It, in the judgment of a division superintendent, a conductor can show good cause (in writing) for the removal of a brakeman working with him, it will be done.

J. A. FILLMORE,

General Superintendent.

APPROVED:

A. N. TOWNE,

Second Vice President and General Manager.

The following rates of pay for trainmen on P. & W. Division, B. & O. R. R., and rules governing the same, will take effect June 1st, 1892.

ARTICLE 1. On runs whose monthly mileage aggregate 4000 miles and does not exceed 5000 miles, conductors will be paid one hundred (\$100.00) dollars per month and brakemen fifty-five (\$55.00) dollars per month; baggagemen sixty-five (\$65.00) per month. Mileage made in excess of 5000 miles in any one month will be paid extra at the rate of 2 1-5 cents per mile for conductors; 1 1-5 cents for baggagemen and 1 1-10 cents for brakemen. Allegheny to Akron and Zelienople runs to be paid as runs of over 4000 miles.

Runs whose monthly mileage is less than 4000 miles will be paid, conductors ninety (\$90.00) per month; baggagemen sixty (\$60.00) dollars per month and brakemen fifty (\$50.00) per month, except the Butler and Callery Junction run to be paid \$3 25 per day for conductors; \$65.00 per month for baggagemen and \$1.90 per day for brakemen.

LOCAL FREIGHT.

ARTICLE 2. In local freight service conductors will be paid 3 1/4 cents per mile and brakemen 2 1/2 cents per mile; flagmen 15 cents per day more than brakemen's pay. All runs of less than 100 miles will be allowed 100 miles, except that on Callery Junction and Butler local, pay will be, conductor \$3.00 per day, flagmen \$2.20 per day

brakemen \$2.10 per day. Twelve hours or less, two round trips or less to constitute a day; necessary shifting to be done at each end of the run.

THROUGH FREIGHT.

ARTICLE 3. In through freight service the following rates per trip will be allowed. Between Willow Grove and New Castle Junction, round trip, conductors \$4.10; flagmen \$2.85; brakemen \$2.75. Between New Castle Junction and Akron Junction, conductors \$3.00; flagmen \$2.10; brakemen \$2.00. Painesville and P. P. & F. Junction, round trip, conductors \$3.00; flagmen \$2.10, brakemen \$2.00. Painesville and New Castle Junction, conductors \$3.00; flagmen \$2.10; brakemen \$2.00. P. P. & F. Junction to Akron Junction, round trip, conductors \$3.00; flagmen \$2.10; brakemen \$2.00. Willow Grove and Akron Junction, conductors \$4.00; flagmen \$2.70; brakemen \$2.60. Willow Grove and P. P. & F. Junction, conductors \$3.25; flagmen \$2.25; brakemen \$2.15. New Castle Junction to P. P. & F. Junction, round trip, conductors \$3.00; flagmen \$2.10; brakemen \$2.00. Between Butler and Foxburg, round trip, conductors \$3.00; brakemen \$2.00. Foxburg to Clarion Junction, round trip, conductors \$2.00; brakemen \$1.50. Round trips provided for in this article will be computed as continuous trips. Overtime as per rule 2. Kane and Ormsby Junction Branch, conductors \$3.00 per day; brakemen \$2.00 per day. Foxburg and Clarion (including Branch work as at present), conductors \$3.00 per day; brakemen \$2.00 per day. Duck Run Shift, conductors \$3.00 per day; flagmen \$2.10; brakemen \$2.00 per day.

WORK AND WRECKING SERVICE.

ARTICLE 4. Conductors \$3.00 and brakemen \$2.00 per day, of twelve hours or less; all over twelve hours will be paid extra as overtime.

PAY CAR, SPECIAL TRAINS.

ARTICLE 5. Conductors \$3.25; brakemen \$2.00 per day.

RULES.

1. All freight crews will consist of a conductor, flagman and two brakemen, except local freight and work trains which will consist as follows:

Local freight:—Conductor, three brakemen and flagmen, except on Butler local, crew will consist of a conductor, flagman and two brakemen, work train will consist of a conductor and two brakemen.

2. Overtime will be allowed trainmen for all time on duty in excess of twelve hours at the rate 30 cents per hour for conductors, and flagmen and brakemen 20 cents per hour. Overtime will not

begin until after the expiration of 35 minutes, which 35 minutes to be reckoned as one hour.

3. Other runs not herein provided for will be paid for as follows:

Conductors 30 cents, flagmen and brakemen 20 cents per hour with a minimum of 5 hours.

4. In filling vacancies in the ranks of freight conductors all brakemen will be considered in the line of promotion according to their age in the service and their ability to assume the responsibility of a conductor, except that three brakemen will be first promoted and then one experienced conductor will be hired as a conductor. A conductor so hired will take his place at the foot of the list of extra conductors, and he may be used temporarily as extra brakeman, pending vacancies to be filled as conductor.

5. Crews not assigned to regular runs will run first in and first out, except crews coming in not having made at least twelve hours to stand first out ahead of all crews not called.

6. Freight crews deadheading under orders on freight will receive full freight rates, and on passenger will receive half freight rates. When running light they shall receive full time of such schedules as they may represent. If running extra they shall be paid full freight rates.

7. When conductors and brakemen are called to go out and report for duty and are not needed they shall receive 30 cents and 20 cents per hour respectively, for the time held with a minimum of a quarter of a day, and shall stand first out.

8. All instructions given to freight and passenger conductors by trainmasters and yard dispatchers relative to the movement of trains or disposition of cars will be given in writing.

9. At all terminals and intermediate points through freight crews will not be required to make up trains or do switching. When used to do this work conductors shall receive thirty cents and brakemen and flagmen 20 cents per hour.

10. If a trainman is discharged from the service of the company he shall forfeit all rights previously held unless he is reinstated within six months. In event of a reinstatement the same shall be bulletined for the information of the employees. If a trainman leaves the service of his own accord, he shall rank as a new man if re-employed.

11. For attending court or appearing before proper persons to give evidence when notified to do so by the proper officers of the company, trainmen having regular runs whereby they are required to lose time will be paid for the time they lose at the regular rates. Trainmen not on regular runs will be paid at their regular rates for each calendar day during their absence.

12. Trainmen will not be dismissed or suspended from the service of the company (except a temporary suspension pending investigation), without a fair and impartial trial before a board of inquiry composed of at least three men. Ordinarily this trial will be held within seven days after date of occurrence. Conductors and brakemen will be notified promptly of the result of the investigation. When suspended for over five days and subsequently exonerated from blame by the board of inquiry, they shall be paid regular wages per day for the time lost in excess of five days.

13. In case any conductor or brakeman shall be aggrieved by his treatment or by any decision of the division superintendent, he shall have the right to appeal his case to the higher officials.

14. Trainmen living within one mile of terminals shall be called as near as practicable one hour before the time the train is due to leave by a caller, who will be provided with a book in which the men called will enter their names and the time they are called. Time will begin at the time designated in caller's book for the departure of a train.

15. All conductors will be considered in the line of promotion according to the time of continuous service, good conduct and ability. When additional conductors are required in the passenger service promotions will be made from the ranks of freight conductors, as above.

16. When a trainman is required to change his run and by so doing is obliged to move his family and household goods, they shall be moved free of charge upon application.

17. When the freight traffic on any portion of the road is so light that all the crews in the service are not able to make reasonable wages, crews shall be suspended beginning with the youngest men in the service until the crews remaining are able to make reasonable wages. Any conductor suspended from service under this rule will be given preference as a brakeman and will retain his rights as a conductor and will be placed on his run when the freight traffic requires an increase of crews.

18. Trainmen reaching terminal stations after continuous service of sixteen hours or more will be entitled to eight hours rest and not be required to go out except in cases of wreck or extreme emergency.

19. Trainmen will be notified in writing when time is not allowed as per time-slip and reasons given for not allowing same.

20. Trainmen leaving the service of this company will be given letters stating time of service, in what capacity employed and cause for leaving

the service. These letters shall be signed by the proper officers.

L. V. PATTON,
Approved: General Superintendent.

General Manager.

Accepted for the Order of Railway Conductors:

E. E. CLARK,

W. B. BUDD,

Accepted for the Brotherhood of Railway Trainmen.

S. E. WILKINSON,

E. J. TRACEY.

Valley Railway Company.

CLEVELAND, O., May 24th, 1892.

Commencing June 1st, 1892, the following schedule of pay and rules and regulations governing conductors, brakemen and baggagemen will be in effect:

PASSENGER SERVICE.

	per day
Passenger conductors, Cleveland to Valley Junction and return, shall receive.....	\$ 3 75
Cleveland to Canton and return.....	3 00
	Month
Baggagemaster, Cleveland to Valley Junction and return, shall receive.....	65 00
Cleveland to Canton and return.....	60 00
	per day
Brakemen, Cleveland to Valley Junction and return, shall receive.....	1 92
Cleveland to Canton and return.....	1 80

FREIGHT SERVICE.

	per day.
Conductors in through freight service shall be paid at the rate of.....	2 87
Through freight brakemen shall be paid at the rate of.....	1 90
Ten (10) hours or less to constitute a day's work.	

LOCAL FREIGHT:

	per day.
Cleveland to P. & W. Junction and return, Conductors shall receive.....	3 00
Brakemen.....	2 00
Canton to P. & W. Junction thence to Valley Junction and return to Canton, Conductors shall receive.....	3 00
Brakemen.....	2 00
Ten and one-half (10½) hours or less to constitute a day's work. Overtime—Conductors, 30 cents per hour; brakemen, 20 cents per hour.	

THROUGH FREIGHT—SPECIFIED RUNS.

	per day.
Cleveland to Akron, P. & W. Junction, East Akron, Cottage Grove, Myersville, Krumroy and Greentown, Conductors shall be paid.....	2 87
Brakemen.....	1 90
Overtime after ten (10) hours.	

Cleveland to Canton and return, conductors shall receive.....	3 44
Brakemen.....	2 28
Overtime after twelve (12) hours.	
Cleveland to Sandyville and return, conductors shall receive.....	4 01
Brakemen.....	2 66
Overtime after fourteen (14) hours.	
Cleveland to Valley Junction and return, conductors shall receive.....	4 30
Brakemen.....	2 85
Overtime after fifteen (15) hours.	
Canton to Valley Junction and return, conductors shall receive.....	2 87
Brakemen.....	1 90
Overtime after ten (10) hours.	
Newburgh run, conductors shall be paid..	2 87
Brakemen.....	2 30
Eleven (11) hours or less to constitute a day's work.	
Thorburgh Ore run, conductors shall receive.....	3 00
Brakemen.....	2 30
Conductor and brakeman to assist in dumping ore.	
Ten (10) hours or less to constitute a day's work.	
WORK TRAIN SERVICE. per day.	
Conductor shall receive.....	2 87
Brakeman.....	1 90
Eleven (11) hours or less to constitute a day's work.	

RULES.

1. Ten hours or less for runs of one hundred (100) miles or less, shall constitute a day's work for conductors and brakemen in freight service.

2. On all freight runs exceeding one hundred (100) miles, trainmen will be paid overtime for all time used to complete the trip in excess of an average speed of ten (10) miles per hour, at the above rates. Through freight overtime to be paid conductors, 28.7 cents per hour; brakeman, 19 cents per hour.

3. No fraction of an hour less than thirty-five (35) minutes to be counted: thirty-five (35) minutes and less than one (1) hour to be paid as one (1) hour.

4. If crews on excursion trains are required to do extra work, such as pulling over the hill, working the mines, or construction work, they shall be paid for such service at the same rate of pay allowed per hour for that class of service.

5. Any trainman sent over the road or held at any point on any company business shall be paid for time lost at rate of pay allowed for their class of service.

6. Any conductor or brakeman called, and if

for any cause or reason other than his own they do not go out, if held two and one-half ($2\frac{1}{2}$) hours or less shall be paid for one-fourth ($\frac{1}{4}$) day and stand first out; and if held longer, shall be paid for time so held at regular overtime rates.

7. As near practicable, the board at yardmaster's office at Cleveland, shall be made up at 4:00 p. m. for the succeeding twenty-four (24) hours. Conductors and brakemen shall be called within certain limits prescribed by the superintendent—about one (1) hour before time set to leave—for all runs leaving between 9:00 o'clock p. m. and 6:00 o'clock a. m., and at any other time, if board has been changed. The caller shall be provided with a book, in which the men called shall register their names and time called.

8. Any crew that has been sixteen (16) hours or more on continuous duty shall be entitled to eight (8) hours rest at terminals before being called to go out, provided they so desire; except in cases of washouts or similar emergencies. Notice by telegraph to trainmaster being required. Following crews shall have right to run around crew laying over for rest under these provisions.

9. No trainman shall be suspended or discharged without just cause; in case of suspension or dismissal if he thinks his sentence unjust, his case shall have a thorough investigation by the proper officers, within five (5) days from the time he makes application, at which he may be present if he so desires. If found unjustly suspended or discharged, he shall be reinstated and paid full time while out of service.

10. No fines shall be imposed for any cause whatever.

11. No departure from the provisions of this agreement will be made by any party thereto unless thirty (30) days' notice of such desire in writing has been served upon other parties thereto.

The articles enumerated constitute in their entirety an agreement between the Valley Railway Company and its conductors and brakemen.

All schedule, rules and regulations conflicting with this agreement previously in effect are null and void.

The Pennsylvania Railway Company brought injunction proceeding against some of its former employes, now known as the "Panhandle Strikers," to prevent them from intimidating the workmen who took the places of the strikers, outside of the grounds of the company. Judge Brown (Indianapolis C. C.) held that the original injunction to keep the strikers off the company's grounds shall stand; but overruled the motion to enlarge the servitude to what might take place off of the company's ground. There was no evidence showing that the newly employed men were asking for protection, the company alone setting the claim that if the men are interfered with it will be irreparably damaged. The things complained of is that the strikers secure the attendance of the new employes upon meetings, where they are influenced to quit the plaintiff's service and accept of service elsewhere.



Fraternal Insurance Association—Change of Beneficiary—Voluntary Payment of Assessments.

1. In an action by plaintiff, who is a brother of the defendant, to determine the respective rights to the proceeds of a certificate issued by an association doing business upon the assessment plan. *Held*, That a person designated as beneficiary of a certificate issued by a fraternal benefit association, who voluntarily and gratuitously pays the assessments thereon, and not under any contract with the insured, acquires no vested interest therein as against a person afterwards named beneficiary by the insured.

2. *Held*, That the evidence of a son of the insured that the insured had told him that he wanted plaintiff, his daughter, to have the insurance money, was properly received as tending to show that defendant, named as beneficiary, had no vested interest in the certificate.

Nix vs. Donovan, N. Y. S. C. May 5, 1892.

NOTE.—The rule is universally upheld that a member of a fraternal or benefit association may change the beneficiary named in his certificate to whom he pleases, provided he does so in the manner prescribed by the by-laws and rules. It is well settled that a beneficiary named has no vested rights so long as the insured is living. None but what can be changed or taken away.

Accident Insurance—Necessity of Payment of Premium—Agent and Association.

The plaintiff sued the defendant association upon a certificate of life and accident insurance issued to her deceased husband, who, while engaged in his usual vocation, that of a baggagemaster, was killed in a wreck upon the Pennsylvania line in 1890. The evidence showed that the insured was leaving on his run, and met the agent of defendant company, to whom he offered \$30 for the year's premium, but the agent accepted only \$20 of this amount, saying that as he owed the insured \$10 he would pay the other \$10 himself. The company alleged and proved that the agent did not report the payment of the premium to the company. In two separate trials to a jury the plaintiff had judgment, and defendant appealed to the general term, wherein the judgment is re-

versed on the ground of non-payment of premium, which constitutes the basis of the contract.

Kerlin vs. National Life and Accident Association, Indianapolis Supr. Ct., June 8, 1892.

NOTE.—This is a very interesting question and by reason of a reversal the same will be carried to the supreme court. It is claimed that the association is estopped to defend on account of non-payment; that its agent's neglect is its neglect, and must be bound by his acts. On the other hand the association is not bound to look to an agent as the debtor of a member for a portion of the premium.

Mutual Benefit Insurance—Notice of Death Assessment—Third Party.

Action on a life certificate. Defense was that the member's certificate had been forfeited for non-payment of assessment. The answer denied that any legal notice had been received. Plaintiff had judgment and defendant appealed.

Held, Affirming that where a mutual benefit association, from its home office in another state, mailed to plaintiff, a member, a notice of the death of another member, which notice required plaintiff to pay an assessment therein stated within thirty days from the date of the notice, under penalty of forfeiture of his certificate, and plaintiff, through no fault of his, did not receive such notice until after the expiration of the thirty days, it was no such notice as, in the absence of an agreement to that effect, would work a forfeiture of plaintiff's certificate.

Merriman vs. Keystone Mut. Ben. Association, N. Y. S. C., May 13, 1892.

NOTE.—It has been held by some court that the posting of a notice in the United States post-office, correctly endorsed, is presumptive evidence of the reception of such notice in the ordinary course of mail. In this case, however, it was found that the notice was posted on the 2d day of January and received on the 7th day of February following; that by some unexplained derangement of the mail it was not received until after a subsequent assessment was received, which was posted on February 1. The money for both assessments were forwarded, but the association refused to receive it, electing to stand on a forfeiture by reason of the belated payment of January 2d assessment.

Fraternal Insurance—Beneficiaries—By-Laws—Amendment—Retroactive Effect.

Where an application for admission to membership in a mutual or fraternal association provided that compliance by the applicant with all the existing regulations of the order, and such as it should thereafter adopt, should be the condition upon which he should be entitled to benefits of the order.

Held, That a subsequent amendment of the laws of the society to the effect that each member "shall designate" the person to whom the beneficiary fund due at his death "shall be paid," who "shall in every instance" be a member of his family, a blood relation, or a person dependent upon him, was not retroactive in its effect, and did not require the substitution of such relation or dependent person for one who had been previously designated as beneficiary.

Held, Also, that if retroactive, such amendment did not apply to a member who had no family, blood relations, or persons dependent upon him, and his previously designated beneficiary was entitled to the fund. Judgment for plaintiff affirmed.

Wist vs. Grand Lodge A. O. U. W., Oregon S. C., April 18, 1892.

RAILWAY SERVICE DECISIONS.

Disorderly Passenger—Arrest—False Imprisonment—Ejection of Passenger—Moving Train—Damages.

In an action wherein the complaint appears to join an action for an assault by the defendant's conductor, and an action for malicious prosecution and false imprisonment, the court *held*

1. That a person arrested on a charge of disorderly conduct on the cars of defendant railway company, and convicted thereof, cannot maintain an action for malicious prosecution against said company.

2. Neither can he maintain an action against the company for false imprisonment, where it appears that the arrest was made by a police officer at the simple instigation of the conductor and the subsequent imprisonment directed by the public authorities.

3. But an action may be maintained against a railway company for forcibly ejecting a disorderly passenger while the train was in motion, though no special injury was occasioned thereby. For this reason the judgment of dismissal is reversed and new trial granted.

Heimer vs. M. R. & C. Ry. Co., N. Y. S. C., April 31, 1892.

NOTE—The forcible ejection of any one from a moving train is illegal. While the company's

right to make rules to govern passengers is unquestioned, and while the conductor and other employes of the train would have been justified in using force to restrain the plaintiff from getting upon the car, or would have been justified in stopping the train and removing plaintiff on the ground of non-payment of fare or disorderly conduct, but after gaining admission in the train the conductor had no authority to forcibly remove him from it while it was in motion. The plaintiff will be entitled to recover for such injury as resulted in consequence of the forcible eviction and this is a matter for a jury to determine.

Negligent Killing of Railway Servant—Action Against Receiver.

Action against the defendant company and another to recover damages for the death of an employe of defendant. Plaintiff had judgment on a verdict for \$15,000, and defendant appealed.

Held,

1. That in a joint action against a railroad company and its receiver for the death of a servant, caused by the negligence of the receiver, a recovery cannot be had against the company where the receiver was not primarily liable.

2. That, at common law, a receiver of a railroad company is not liable for the death of a servant of the company; and under the Rev. Stat., Art. 2899, which gives a right of action for injuries resulting in death caused by the negligence of the proprietor, owner, charterer or hirer of a railroad, etc., does not change the common law rule. Judgment reversed.

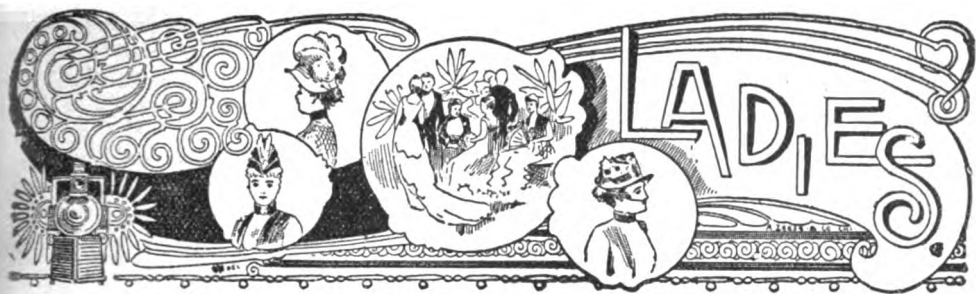
Texas Pacific R. R. Co. vs. Collins et al., Tex. S. C., May 2, 1892.

NOTE.—Thus it will be seen the common law rule relieves a receiver from liability, while the proprietor, owner, charterer or hirer of any railroad or other vehicle for the conveyance of goods or passengers are held responsible for the death of any person occasioned by their negligence. A receiver is an officer of the court and hence no action will lie against such officer.

L. E. & W. Railroad Company vs. Alfred C. Mayo, Delaware C. C. Reversed, Black, J.

1. A railroad company may discriminate in its rates of fares in favor of passengers purchasing tickets before entering the cars, if proper facilities are provided to enable intending passengers to purchase tickets.

2. Where such facilities are provided, and the passenger goes into the train without a ticket, through his own fault or misfortune and without fault on the part of the company, and refuses to pay the required extra amount for passage, he may be expelled by the company's employes in charge of the train, using such force as necessary.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

This World Is Very Funny.

This world is very funny,
For no matter how much money
Man's earnings he will spend it and be "hard up"
all the time;
To his utmost he is straining
To "catch up" without attaining,
Till he makes his life a burden when it should be
bliss sublime.

He who earns a thousand merely
Thinks two thousand dollars yearly
Would be just the figures to make happiness
complete;
But his income when it doubles
Only multiplies his troubles,
For his outgo then increasing makes his both ends
worse to meet.

It is to run in debt and borrow,
"Flush" to day and broke to-morrow,
Financiering every which way to postpone the
day of doom;
Spending money ere he makes it,
And then wondering what takes it,
Till he, giving up the riddle, looks for rest within
the tomb.

Oh! this world is very funny
To the average man whose money
Doesn't quite pay for the dancing that he does
before he should;
And he kills himself by trying
Just a little higher flying
Than is suited to his pocket and his own eternal
good. —Selected.

"Better Now."

It is a beautiful custom this of sending flowers
a remembrance of those just "passed out." It
expresses our sympathy for those left and our
regard for the friend departed, in a delicate and

beautiful manner. But like all things desirable
in a temperate degree, it is often made a burden
and carried to an extreme that robs it of its in-
tended mission.

And very often flowers are sent to decorate the
coffin or grave, where the same expense of thought
and means would have done a thousand times
more good could they have been given while the
now deceased friend was living.

Julia H. May, in *Good Housekeeping*, has given
it in poetry, very forcibly, just as it must appear
to all earnest thinkers:

If you have a fragrant flower
In your heart's own garden grown,
For your friend, and some glad hour
Mean to make it all her own,
Do not wait; the lillied coffin
Sees no wreath; dear heart! Learn how
Love's best blossoms may be given
Better now.

If a box of alabaster,
For your darling's head you hold,
Costly precious, and would cast her
All its sweetness manifold,
Some glad day, wait not. To-morrow
By her grave, perhaps, you'll bow—
Stay not for the touch of sorrow,
Break it now.

Better silence to the casket,
Funeral eulogy unsaid,
Than the living lips that ask it
Lack the word that's merited.
Death reads no obituary,
Hears no requiem; learn how
Praise to speak, premortuary;
Speak it now.

Better coffin plain and flowerless,
Holding one whose life was filled
Full of fragrance. Gifts are powerless
When the beating heart is stilled.

Kiss belated, love post-mortem
 Cannot smooth the furrowed brow;
 Garlands throw no backward perfume—
 Wreath them now.

The Covetous Bee.

"A little more honey, Red Clover, my sweet,
 This lovely June morning," said Bee, I entreat.

Red Clover said "No,
 You've had enough; go!"

But Bee still continued his sips to repeat.

"A little more honey, Sweet Linden," said Bee;
 "This sunshiny noon—'tis like gold dust to me."

Sweet Linden said "No,
 You've had too much; go!"

But Bee would not leave the least grain he could
 see.

"A little more honey, my Bloom of Buckwheat,
 More honey," said Bee, "ere the afternoon fleet."

Fair Buckwheat said "No,
 You've had your share; go!"

But Bee was too covetous than to retreat.

And "Richer and Richer," he said, "I will grow;
 No bee in the hive finer plunder can show."

But as he spoke, lo!

The weight forced him so,

He reeled to the ground; and his boast was laid
 low.

For never again in the sweet-scented field
 That kindest of juices and balsam could yield,

Returned that Bee. No!

His greed proved his woe;
 Not content with "enough" his ruin was sealed.

—Independent.

Something About the Home of Whittier's Childhood.

A writer in the *Providence Journal* in speaking
 of Whittier, gives this brief description of his
 childhood home and scenes around it.

We pass three beautiful sheets of water, the
 most noteworthy of which formerly bore the
 name of "Great Pond," to distinguish it from its
 smaller neighbors, but not many years ago it was
 re-christened "Kenoza," the Indian name for
 pickerel, with which it abounds.

Whittier contributed to the christening cere-
 monies the sweet and musical poem which in his
 published collection, bears the title of 'Kenoza
 Lake.' It closes with the following exquisite and
 devout stanza:

"And when the summer day grows dim
 And light mists walk thy mimic sea,
 Revive in us the thought of Him
 Who walked on Gallilee."

Keeping by the beautiful lake, with its lofty
 and irregular shore, wooded on the side opposite
 us to the water's edge, we take a road to the left
 which soon brings us to the veritable old home, a
 two-story house with a large chimney in the cen-
 tre.

The small square porch at the side of the house,
 and particularly the stone step, must be noticed,
 for it was "on this door stone gray and rude,"
 that the "Barefoot Boy," Whittier being himself
 the hero of that poem, enjoyed his

"Bowl of milk and bread."

Near the house and crossing the road is the
 little stream, "the buried brooklet," of "Snow-
 Bound," which in summer "laughed" for the
 "Barefoot Boy," and whose constant ripple was
 ever "through the day and through the night
 whispering at the garden wall."

Here, between the house and barn, is the road
 which became "a fenceless drift" in the "Snow
 Bound" winter, and here the old barn to which,
 after tunnelling the drift, they went to the relief
 of the "prisoned brutes," and where

"The oxen lashed their tails and hooked,
 And mild reproach of hunger looked."

The house stands in a hollow, and the roads
 about it form a sort of irregular triangle, and by
 driving back and forth you can get not only the
 views given in Hill's picture of the place, but
 others equally attractive.

On the drive towards the house, and near
 Kenoza Lake, is a short street, which it is worth
 while to drive down; you can easily return to the
 main road. Here you will find a picturesque one-
 story house, with a door in the center reaching
 to the roof. I think you cannot fail to recognize
 it from this description. It was the home of Mrs.
 Caldwell, the "elder sister" of the poet, of whom
 he writes in "Snow Bound."

"O heart sore-tryed! thou hast the best
 That heaven itself could give thee—rest;
 Rest from all bitter thoughts and things.
 How many a poor one's blessings went
 With thee beneath the low green tent,
 Whose curtain never outward swings!"

On the return drive you will wish to see the
 spot where the schoolhouse of Whittier's child-
 hood and of the poem entitled "In School Days"
 stood. In this poem, you will remember, he has
 celebrated the devotion of the little girl with

"Tangled golden curls,
 And brown eyes full of grieving.

who said,—

" 'I'm sorry that I spelt the word,
 I hate to go above you;
 'Because,' the brown eyes lower fell,
 'Because, you see, I love you.' "

Sisters do not complain at the scarcity of letters in this number, seeing you are one that has not contributed. Write a letter for the next one; we will gladly give it room. I find that often those who censure the editors most for not having more of interest in their pages are those who never try to do their share in helping them out.

HIS FIRST DOLLAR.

How Abraham Lincoln Felt When He Had Received It.

One evening in the executive chamber there were present a number of gentlemen, among them Mr. Seward. A point in the conversation suggesting the thought, Mr. Lincoln said: "Seward, you never heard, did you, how I earned my first dollar?"

"No," said Mr. Seward.

"Well," said he, I was about eighteen years of age—belonged, you know, to what they called down south the "scrub." People who did not own land or slaves were nobody there. But we had succeeded in raising, chiefly by my labor, sufficient product, as I thought, to justify me in taking it down the river to sell. After much persuasion I got the consent of my mother to go and construct a flatboat large enough to take a barrel or two of things that we gathered, with myself and a little bundle down to New Orleans. A steamer was coming down the river. We have, you know, two wharves along the western streams, and the custom was, if passengers were at any of the landings, for them to go out in a boat, the steamer stopping and taking them on board. I was contemplating my new flatboat and wondering whether I could make it stronger or improve it in any particular, when two men came down to the shore in carriages with trunks, and looking at the different boats signaled mine and asked: "Who owns this?" I answered somewhat modestly "I do." "Will you take us and our trunks out to the steamer?" said one of them. "Certainly," said I. I was glad to have the opportunity to earn something. I supposed they would give me two or three bits. The trunks were put on my flatboat, the passengers sat down themselves on the trunks, and I pushed them out to the steamer. They got on board and I lifted up their trunks and put them on the dock. The steamer was about to put on steam again when I called out they had forgotten to pay me. Each took from his pocket a silver half-dollar and threw it on the floor of my flatboat. I could scarcely believe my eyes as I picked up the money.

"Gentlemen, you may think it a very little thing and in these days it seems to me a trifle, but it was the most important occurrence in my life. I could scarcely credit that I, a poor boy, had earned a \$1 in less than a day, and by honest work. The world seemed wider and fairer before me. I was a more hopeful and confident being from that time.—*National Stockman*.

Wood That Paper Is Made From,

Wood forms the basis of all modern paper. Almost any kind can be used, but spruce is regarded by manufacturers as the most serviceable in the long run. Other kinds which may be used to a greater or less degree are white pine, Norway pine, white fir, pitch pine, poplar, beech, birch, cypress, tamarack, sweet gum and hemlock.

The best shape for the wood is in logs four to ten inches in diameter, free from knots and used as soon after felling as possible. The next best form is in the shape of deal ends from sawmills. Inferior qualities of paper are made from slabs and edgings of wood.

A great deal depends on the quality of the wood. If the wood is poor and lacking in fiber then the paper made from it will be weak and lacking in toughness. The wood which can be used for paper making costs all the way from \$7.50 to \$10 a cord in the east, and as low as \$3.50 a cord in the west.

In Michigan the lowest prices of all prevail.—*New York Evening Sun*.

A STRANGE LAND.

Features of Australia—Flowers Without Odor—No Shade.

Australia is a country in which nature has established conditions unknown elsewhere, says the *Boston Journal*, and where civilization must adapt itself to surroundings which it finds novel and strange. It is a country full of absurdities in animal, vegetable and human life. Its native race, in point of intelligence and development of resources, is far below even the cave-dwellers and the people of the stone age of Europe. Its animals perpetuate types which disappeared from every other part of the globe some millions of years ago. Its trees and plants are representative of species found elsewhere only in chalk and coal measures.

Hardly anything here has the character and quality of its relations in other lands. Although the trees and flowers are chiefly those of the temperate zone, the birds are, for the most part, of the tropics, and flash the gorgeous colors of the

parrott and the cockatoo through the dull foliage of the sad-toned eucalyptus. The birds have no song, and such notes as they possess seem like wierd echoes from a period when reptiles were assuming wings and filling the tree tops with a strange jargon before heard only in the swamps and fens. The flowers have no scent, while the leaves of every tree are full of odor. The trees cast no shade, since every leaf is set at edge against the sun, and shed, not their leaves, but their bark, which, stripping off in long scales, exposes the naked wood beneath, and adds to the ghostly effect which the forest already holds in the pallid hues of its foliage. The contour of the country is of one that is but newly risen from the waves. Its thousands and thousands of square miles, level as a table and set with no other growth than the gray eucalyptus, looks like the uplifted bed of some great sea and is as monotonous as the unrelieved expanse of coast itself. Here and there are low hills, which show in their sides and in the country about them the evidence of ancient lava flows. Elsewhere are piled up masses of bowlders, which show the long-ago courses of glaciers over the face of the land. Everything seems prehistoric, hoary with age and forgotten. To the traveler from other lands an impression comes that he is visiting a country which had ceased in its development long eons ago.

The O. R. C. Ladies Entertain.

The entertainment under the auspices of the Ladies' Auxiliary, O. R. C., in the hall of Division No. 83, Saturday evening, in spite of the bad weather, attracted to the hall a large and pleasant audience of the members of the Auxiliary of Division No. 83 and of children. The members of 83 first assembled in regular form with Conductor Marshall in the chair, and when the ladies entered arose to greet them. All remained standing while Mr. Marshall spoke as follows:

Sister President and Sisters of Ladies' Auxiliary No. 15: It is my duty, and genuine pleasure I can assure you, as Chief Conductor of this Division, to bid you a cordial and hearty welcome to our division room, and to testify to our pleasure and gratitude, individually and collectively, for your presence among us on this occasion.

Previous to your organization many of us were sanguine and enthusiastic in that such an action would be of great assistance and benefit to us in many ways, and time and circumstances have only served to strengthen us in our original belief. It has been asked of me a number of times how we expected to derive any benefit from such a source, and I regret nothing more than my inability to give a proper and lucid expression of our sentiments on this subject, but will try to explain a portion of our creed. We believe in the Order of Railway Conductors, and that a faithful adherence to its principles will redound to the credit

as a body and our prosperity as individuals, and we realize that any means that can be brought to bear to foster a fraternal feeling, cause us to take a keener interest in our own welfare and keep in our minds the fact that we are our brother's keeper, will serve to neutralize many of the temptations that surround us, and have a tendency to make us better citizens, more kind and indulgent fathers, more affectionate and considerate husbands, in sort, more worthy to class ourselves as members of the O. R. C. We meet here tonight as members of one harmonious family, engaged in a common pursuit, and having a common aim and object in life, and when we leave here and enter upon the pursuit of our vocation, we shall feel strong in the conviction that we have the moral support of the loved ones we leave at home and better able to endure the hardships and annoyances incident to our calling, and willing to do our full duty to our employers and ourselves.

Mrs. Marshall, in behalf of the Auxiliary, thanked the brethren for their kindly interest and their expressions of good will. She and the other officers of the Auxiliary then took the chairs.

Next all were entertained by a programme of exercises. This opened with a song by Fred Shull in his best style. Next a duet was sung by Maud and Mabel Sheridan, "The Alpine Horn." They rendered it sweetly and with expression, doing remarkably well and that too without an accompaniment. Next was a vocal solo, "In Old Madrid," by Miss Ethel Marshall. She has a pure and sympathetic contralto voice, and was listened to with marked attention. Mr. Phil. Sheridan then pleased the gathering by reciting one of his own poems, "The Bouncer." The next exercise was a song by Daisy Stofft, entitled "Nobody's Darling," and she gave it quaintly and nicely. Anna Burke told about "Little Crippled Ned," to attentive listeners, while Pearl McSkimmings closed the programme by reciting in a charming manner the piece about "Annabel McCarthy's Party."

The next thing was the banquet, which was served by J. F. Anderson & Co., and which proved appetizing and delicious.

There were present two from outside of the city, Mr. A. F. Wilcoxon, of Buda, and Mr. B. Boyer, of Burlington.

PORT WAYNE, IND., June, 1892.

Editor Ladies' Department:

There are few lessons for human beings so deep and solemn as those suggested to us by the silent, steady, irrevocable march of time. The years seem to move forward as if impelled by an awful power, in the presence of which man seems utterly helpless. Over some things we feel as if we had some control, but over death there is no control, for again the ladies of Andrews Division

No. 48, were called upon to tender their assistance and sympathy to our sister, Mrs. Chas. France, death having claimed her dear husband on the 26th of May, while discharging his duty. To my sorrowing sister I can only repeat what Hood says on death:

It is not death, that some times in a sigh,
This eloquent breath shall take its speechless flight,

That some time these stars, that now reply
In sunlight to the sun, shall set in night;
That this warm, conscious flesh shall perish quiet,

And all life's ruddy springs forget to flow;
That thoughts shall cease, and the immortal spirit
Be lapped in alien clay and land below.

It is not death to know this—but to know
That pious thoughts, which visit at new graves,
In tender pilgrimage will cease to go.
So duly and so oft—and when grass waves
Over the past—away, there may be then,
No resurrection in the minds of men.

—MRS. JENNIE ERICKSON.

A "Round Trip" on Way Freight.

Editor Ladies' Department:

That is what the children and I took, and a most enjoyable time we had, too.

The frequent rains we have been having has given the trees, grass and all kinds of herbage a luxuriant growth. And fortunately for us we chose the best days imaginable for such a long ride, that of 100 miles distance from home. I think, sisters, if any of you who have husbands on any kind of freight would make a trip with them (either in fair or foul weather), you would feel amply repaid for the knowledge gained thereby of his vexations as well as privileges—would know much better how to account for varying moods, etc. We housekeepers sometimes indulge ourselves in the thought that we are about the busiest and most bored objects on earth. All we need to rid ourselves of this fallacious idea is to fully drop our cares for even a brief time and live in another field of action. It is the oft repeated saying that "there is no rose without its thorn," and the thing for each of us to do is to handle the "thorns" with caution. May be we can get along without their piercing the tender flesh, but we must admire and partake of the beauty of the "rose" ere it fades from our vision.

In sunshiny weather I would not mind being a railroad man (or woman) myself, and I fully made up my mind that even if the railroad man does have much to contend with that is degrading

to morals, he also has much to lift him higher, if he will but open his outer and inner eyes and look about him.

We arrived at "the other end" of our route after the "evening shades" had fallen and the sky was lighted up with its myriads of shining stars, and how perfectly delightful to sit high up in the "cupola" and let yourself be fanned by the cool breezes, made still cooler and fresher by the swiftly moving train.

Seems to me I heard some one say that a "railroad man had but little time to think of God and the spiritual life," etc. I think whoever made such a remark judged from the time spent at stations and not from the whole of their "trip." It is the same thing everywhere in all vocations of life. If we only cultivate the inner sight there is always something to afford us abundant time for thought and soul growth. This was not the first nor even the second or third time that I have been a "round trip" on "way freight" or "through freight," for I have been several times before, and have tried each time to learn what was the fascination that drew so many men to seek employment in such a dangerous calling, and why they so often became skeptical and wayward.

I can see much to fascinate besides the big pay, also can see that they are hurried often almost beyond human endurance, but they have time to cool off, and prepare for the "like again," if only they would endeavor to do so. Oh, why is it that we are all so apt to neglect, and may be forget, our "roses" in looking at and doing up and undoing the little and big wounds that, "seemingly" necessarily, or oftener unnecessarily, the "thorns" have made. It is the unjust fault-finding of some other man or the seemingly useless delay, or the broken rails and links, or lost pins, or—well I won't stop to enumerate the many grievances that make up the sum of thorns the railroad man has to look out for. If they only would look out for them, and arm themselves with patience (or rather put it on as a shield), these thorns would only grate on the outside and not pierce them so deeply, if at all. It is always easier to tell others to do the right thing than to do it ourselves, I know. But, truly, if only the men would leave their railroad vexations in the coach, caboose or engine when they went home, and think of them as not "eternal" while working with them, they would find it a great big step towards bringing out the happy, better nature that God intended all to show forth.

And I saw the section men tugging away at unruly, bulky hand-cars and it did not alter the opinion I have expressed before, "that they certainly ought to be paid bigger wages."

Yours, INTERESTED.



DENNISON, Ohio, June, 1892.

Editor Railway Conductor:

As I now have the time, it affords me the greatest pleasure to send you a few items concerning Dennison Division 278. To the best of my knowledge, all the Brothers are prospering, enjoying good health, and the growth of our division in the past six months is wonderful, and trust will continue to do so. We feel happy to announce the marriage of Brother O. L. Hartwig of our Division and Miss Tessie I. Gilmour, of McDonauld, Pa. Miss Agness Connor, of Pittsburg, Pa., acting as bridesmaid, and Brother W. P. Hassett, as best man. The evening was one of exquisite pleasure. Brother Hartwig had everything arranged as handy as a pocket in a shirt, and we feel certain when Brother Hassett was present that he did all in his power to make the evening one of pleasure. Brother Hartwig took up his residence in Pittsburg, and we wish him all the blessing life can give, and we sincerely hope some of our Brothers will follow Brother Hartwig's steps in the near future.

And for the benefit of those who read THE CONDUCTOR I have a few important remarks to make, which I trust will kindle a spark in the bosom of every railroad man, non-union, as well as my fellow Brothers, and in particular to enlighten so many that in the past have been in darkness. While an organization sets entirely aside questions of politics and religion, we have every reason to believe that the railroad men of this country have commenced to realize that it is necessary to take an interest in political affairs and vote for the right kind of a man. Why so? Because we believe our lives are just as good and just as valuable as those of other American citizens; and we want to vote for men that will make laws to protect us and our families. We want a law that can be made universal in this country. That will not cause 20,000 cripples to be made every year, and from 2,000 to 3,000 brave men to be laid away in the cold silent tomb by death traps used by railroad corporations. With our hearts and our hands we

should appeal to respective legislatures throughout the various states in which we reside, asking such legislature to pass a law that will be a protection for the railroad men of our community. I wish to take into consideration a few articles of great interest to the railroad men at the present time.

We recognize one another at all times, but a closer relationship could surely be accomplished if we had federation. What does federation mean? It means if lived up to that there will never be another railroad strike in America. How can striking be prevented? Simply by passing judgment upon all matters and not allowing any particular branch to ask for what they are not entitled to. All we want is an opportunity to live like men should live, a fair day's pay and a fair day's work, and an opportunity to serve God and and vote for the man who will look after and protect the widow and orphans. We may be called away while performing our respective duties. There is not in the United States or in the world to-day another class of people who are as great benefactors to the people of America as the railroad men of the United States. And for their manly performance of duty receive the smallest compensation. Trusting the views I have here published will find space in the noble hearts of the railroad men and all other men of our community, and kindle the fire of brotherly love and good fellowship in each bosom, I will close my subject with best wishes for the future welfare of our Order.

Yours in P. F.,

SHADOW.

Dennison Division 278.

ESTACION DE ACAMBORO, June 6-10, 1892.

Editor Railway Conductor:

As I have noticed nothing in our journal for some time from Mexico, and knowing there are lots of our brothers in the United States who all have a desire to see this country, I have made up my mind to let some of them know where I am and give them some kind of an idea of what kind of a country it is.

First of all things it is the finest climate one would wish to see or live in, providing they do not fear the small pox, which is on the market here the year round.

I am running between Acamoro and Taluca, a distance of 213 kilometres, or 132 miles. It is a narrow gauge, and we make \$7 for a single trip. We have three brakemen, all Mexicans, and they are the greatest thieves one would wish to work with. We have to check up the cabooses most every trip to see that they have not stolen anything, as links are worth \$1, pins 50 cents, lanterns \$4, hose \$7. We have to take off all the hose when we set out a car and rob all the cars of pins and links.

All of your way bills are in Spanish, and if you do not understand the lingo, it will bother you sometimes as to what you have in your train or what local you have to unload.

There are no brakemen here that can speak English. They have a great way of doing their work, and most always go the longest way about it.

There are mostly all American engineers here and mostly all firemen are Mexicans. Nearly all the conductors here are Order men, and are from all over the United States, engineers the same, and are as nice a class of men as you can find anywhere to work amongst.

The living here is very poor, and a good boarding house is something we used to see in the states. Some of us have not been here long enough to eat tortillas yet, but will be broke into it soon.

We all get paid in Mexican money, which is only worth 68 cents in the states.

They have laws here that takes an American a long time to get accustomed to. It is as bad an offense to kill a dog as a man. They tie up the pigs and turn all dogs loose. Lock up the wells and rent coffins and bury the dead six in a hole.

The Indians are far superior to the native Mexicans. They are in a worse condition than the negroes were or ever could have been. They work and farm all the time to a disadvantage, and practice the same method of living they did in Christ's time. Every town of any consequence is overrun with churches. The City of Mexico has 400 Catholic churches and between 7,000 and 8,000 priests. Every rancho, hacienda, has a church, and keep the poor peons in ignorance all their lives. They all work with oxen and tools of the very earliest of date, wooden plows with one handle. They harvest large fields of wheat and cut it with a sickle. You can see men, women and children all out in a field at work. They make no distinction between the men and women

in the fields. They do not want anyone to advance any new theories at all in Mexico.

So if any one wishes to come down remember you come in a country where they tie up the hogs, turn the dogs loose, dig for wood, climb for water amongst oceans of thorns, and be escorted by blanked thieves and hooded — poets.

The Nacional Mexicano is officially run by Americans, who try to employ mostly all American trainmen for conductors and engineers, in preference to others.

They have a mountain to contend with between Taluca and the City of Mexico. It is 45 miles. They have from five to eight brakemen on all freight trains. The grade is $3\frac{1}{2}$ and 4 per cent, and when they once get to going they don't go far. They have a good set of men on the mountain and accidents are few and far between.

The boys down here call the passenger trains bare-footed excursion trains.

Well I don't know as I can think of any more to say this time except that Bro. Blanche has just reported for work after four months' pest house experience with the black small pox, and had a hard time of it.

And again, if any brother has any desire to come down here and has any position at all, don't come. It is a nice country to see, but that's all.

So if this finds its way out of Mexico its is in luck, and if it does, I wish all brothers of Divisions 209 and 305 my best regards.

I remain truly yours in P. F.,

G. T. JAMES, Div. 305.

A Card of Thanks.

I take this opportunity of thanking the noble O. R. C. Brothers for their exceeding kindness to my late husband, who was hurt at La Grange, Tex., May 17, and died the next day. No one could have had more attention or tenderer care, and my heart is filled with gratitude for these kindnesses to my loved one, and also to myself and infant during those sad, sad hours.

MRS. F. E. STEVENS,
Oak Cliff, Tex.

SEYMOUR, IND., June 20, 1892.

Editor Railway Conductor:

On opening of Seymour Division No. 301. O. R. C., at Seymour, Ind., last meeting day, June 12th, the proceedings were rudely interrupted by John H. Long, A. C. C., who, in a blunt way, told Bro. R. H. Montgomery, S. C. pro tem, to "stand up," and Bob stood up, when he opened out on him as follows: Bro. Montgomery, it is a recognized fact that we, your brothers, living as we do, trying faithfully to adhere to all

the teachings as practiced in our Order, are always ready and willing to help reward true merit, and in connection with this matter we would respectfully ask you to look backward in the sands of time to an event which occurred some six weeks ago, in which you were the chief actor or hero, inasmuch as you, true to the dictates of your manhood and in a manner so strongly characteristic of the average free-born American citizen, did so ably defend your estimable wife and self from the insults of a ruffian, thus doing not only credit to yourself, but to the community at large, and while we can never conscientiously encourage pugilistic encounters except in like cases, we desire to express to you our hearty commendation of your action. Not that a man should be rewarded for doing his *duty*, but by this we desire to express our appreciation as your brothers, and as husbands and fathers. To this end we have, by subscription, made a little purchase which, in behalf of Seymour Division No. 301, O. R. C., I now present you. May you, when carrying this beautiful gold headed cane, have ever fresh in your memory its donors, and at the same time feel a more secure means of protection against combatants.

Brother Montgomery briefly replied in language that none could misunderstand, showing that he greatly appreciated the gift, and saying that should the occasion ever demand it, he should certainly use the cane. C. W. M.

WASHINGTON, D. C., June 26, 1892.

Editor Railway Conductor:

With this please find proof slip of an article sent to the June issue of the *B. of R. T. Journal* upon the White Button enterprise. I do not expect or ask you to give this article space in your columns, for I fear it is too long for that. I send it to you that you may better understand my object in writing this.

I had 10,000 of these buttons made, and the first I had sent me was about the 14th of May. I have not over 500 of the 10,000 left. The call for them is far beyond my most hopeful expectations. To-day these white buttons are being worn by engineers and other trainmen in every state and territory of this Union where railroad work is done.

I have found, in my several years of very close relations to railroad men, that a very large per cent in every division and lodge of the several orders are strictly temperance men, and there is a rapidly growing feeling among themselves that all men engaged in the train service should be so. This has suggested to me the idea of some badge to be worn by these temperance men, whereby

they could, in this modest and silent, but effective way, constantly cast their influence on the tide of total abstinence. A badge that would correspond to the white ribbon worn by the ladies. A white button with the letters R. R. T. A. on the white back-ground—meaning Railroad Temperance Association—seems to me would be the most convenient way of accomplishing the purpose.

I wrote an article for the March issue of the *B. of L. E. Journal* for the purpose of feeling my way to this move, which you will see on page 321 of that issue. The responses I received from that article were so encouraging I at once ordered made, as said above, 10,000 of these white buttons. In the several large public union meetings of railroad men held in the last month or so no subject taken up for discussion has evolved so much applause and enthusiasm as this of the White Button movement.

As I said in the articles referred to, every railroad man has a right to expect and demand that every other railroad man should at all times be in a condition to be at his best.

So inter-dependent is every man in the train service upon the faithfulness and ability of every other one for his own safety, that he has the right, I say, to demand of his co-laborer that he shall at all times have full and complete control of all his powers. No man is sure of this if he allows himself to fool, even in a small degree, with intoxicating drinks. Hence all true temperance men in the train service want all other men to be so too. Wearing this white button is a constant advice and reminder to others of this wish. These buttons are for temperance men in railroad work to wear.

Again; how many times after a bad accident, and the trainmen are dead under the wreck, it is hinted that the cause of the disaster was because such or such a man was under the influence of liquor, when the poor men who probably had done all they could to prevent the accident and had given up their lives in the effort, could, if alive, exonerate themselves. Hereafter when these men are taken out from under their engines or cars and a white button is found upon them, no one will dare to traduce them by accusing them of a habit this button consents not to.

But, Mr. Editor, I did not design to take so much of your time. My object in writing is to ask if you favor the move? Would you allow me to make your office a repository of the buttons and you advertise in your journal that any of your Order could send there and get what was wanted. You would necessarily have to detail some one to put them up in small packages and mail them.

I will be at all the expense of furnishing the buttons. It will not do for me to sell them, for some would say Mr. Coffin was on the make. I am willing to invest a few thousand dollars in this enterprise. I believe in it. I know that untold good will come of it. You would think so, too, should you see some of the letters I am getting.

With great respect,

L. S. COFFIN.

THE CONDUCTOR heartily endorses the R. R. T. A. and will gladly undertake to distribute the white buttons among members of the Order.

To the Officers and Members of all Divisions:

DEAR SIRS AND BROTHERS:—You are all very cordially invited to be present at the Joint Union Meeting to be held in the city of Wilkesbarre, July 31, 1892, under the auspices of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors, the Brotherhood of Railroad Trainmen, the Order of Railway Telegraphers; also the Ladies' Auxiliary of the B. L. E. and the O. R. C. have signified their willingness to assist the different committees in the arrangements that the coming event may prove a success.

JOS. KEITHLINE, Chairman.

JOB S. MARLEY, Secretary.

EUGENE LAWSON, Assistant Secretary.

PALESTINE, Texas, June 28, 1892.

Editor Railway Conductor:

I had intended expressing my views through the columns of THE CONDUCTOR upon what I consider a subject of the utmost importance to all railroad men, no matter to what organization they belong, and that is "seniority," but on receipt of this month's copy of THE CONDUCTOR, I find that you have already covered the field and expressed in your article my views on the subject, and in so much better style than I could have done myself that I will place my puny efforts in the waste basket, and only add that I endorse fully every word you have written and I trust that all will come to see this "stumbling block" to all railroad men in its true light. There can be no doubt in the mind of any thinking man that the railway companies are using this seniority clause in all contracts against the men and to their detriment, and are using it with a concert of action that betokens a satisfactory understanding between the different lines as to the ultimate objects to be achieved.

I have never in all my experience seen so many men looking for jobs as at the present time. Men of experience as railroad men in all departments of train service, and men of ability at that, and they will all say that in order to secure places they must invariably accept inferior posi-

tions from the ones that their experience and ability entitle them to or they must leave the service and go at something else.

Now, I have always contended that an absolute "seniority" was unjust to all concerned, as the inexperienced and incompetent man was by this enabled to crowd out the more ambitious and better man by simply having a few days or perhaps months the advantage in time of service on any particular line. And another thing I have always contended and do still contend, that it gives poor service to the railway companies, for under its workings "merit" makes no difference—time of service alone counts, and you will find that a great many drag along doing just enough to hold their jobs, awaiting for "time" to place them where "energy" and "merit" would otherwise.

All seniority clauses state that "all employes will be regarded in line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility and term of service (the latter is about all that counts with the majority). The question arises as to who is to be judge of this capacity for "increased responsibility?" Surely not the official, although you may so designate. Just let any train master promote any one of his employes a few days younger than another, although he has more capacity for "increased responsibility" than the other (acknowledged by all), and at once up goes your "vigilance" committee and insist that he be set back, and all you hear is that "John Jones is a month or two older than Sam Smith," and that the train master has violated the agreement, and in order to pacify the "vigilance" committee and secure for himself some peace of mind, this man, though he may be ever so much better fitted by experience than the other for the place, goes back behind the other, who has perhaps only "seniority" on this particular line to commend him. A good man does not need seniority, and a poor one should not be bolstered up by it. I do not believe in what is termed partiality, but would prefer even that to absolute "seniority," for as a rule a "pet" does have some merit or ability to commend him, while "ability" and "merit" are unknown factors in seniority.

I am of the opinion that all organizations of employes in the transportation department will do well to emulate the Telegraphers in the matter of "students." We are making entirely too many railroad men and doing it to our own detriment.

The more of a supply that there is created the more competition there exists for places vacant, and the less compensation we will derive for our services. This may not occur at once, but it is an inevitable ending to all such cases. As the supply will exceed the demand, there must of necessity be some who will be unemployed, and there will sooner or later come upon some of these unemployed the grim visaged wolf of want, and a man with want staring him in the face, and perhaps with a wife and little ones asking for the necessities of life, make him willing to work for anything that he can get, and not wait for what his services are worth.

In fact, "seniority" is breeding an army of "scabs" to take the places of those who may want to uphold the dignity of labor.

Yours truly in P. F.,

B. F. BLOUNT.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

"THE LAND OF THE FREE."

The preparation for an actual siege at the steel and iron mills exceed anything of the kind ever heard of before. The company, judging from all outward appearances at least, are getting ready to withstand violent attacks. This would seem to argue that, in spite of declarations a couple of weeks ago that the firm was not contemplating the employment of non-union labor, this was the very thing they were going to do, and, in anticipation of violence on the part of the men in that event, were preparing to carry the day their own way in spite of opposition. The great fences that surround the mill are stronger than any fences one ordinarily sees. They are in reality massive board walls, and strung along the top are two wicked rows of jagged barbed wire. At each of the gates immense fire plugs have also been placed with an enormous water pressure in each. In all of the dark places and exposed portions of the mills arc lights of 2,000 candle power each, have been placed, so that when the strike commences, in the words of the Bible, "there will be no night there."

These search lights are nothing more than gigantic magic lanterns. The bridge over the railroad tracks which connects the old city farm grounds, recently purchased by the firm, and the mill enclosure has not been considered conspicuous enough by the firm, hence they have placed in it an arc light which will reveal the presence of anyone who would try to cross it at night. Port holes with ugly mouths grimly look out upon the peaceful valley from the mill, fort, barricade, stockade or whatever the plant could be called to-day, and silently bear witness that they are there, not for the peaceful purpose of steel manufacture, but for struggle and fight.

The above is not, as might be suspected by some, an account of what is transpiring in some portion of the domain ruled over by the Tsar of all the Russias; it is not a description of a Siberian political prison pen. It is only an extract from a Pittsburg paper describing how an iron and steel mill is preparing to force its employes to accept a reduction of wages, the amount of the reduction being variously stated at from 20 to 60 per cent. The mills are located in Pennsylvania, and while its owners may and do import laborers to take the place of present employes, they are protected by law from competition, and are at present trying to fill the works with Pinkerton emissaries to intimidate and murder workmen who are not asking an increase of pay, but are simply trying to prevent a very large reduction. Carnegie has millions for the pay of Pinkerton thugs, but can't pay his workmen fair wages. And this attempt by display of arms and the erection of a fort to intimidate peaceable men from asking for their rights is under the shadow of the "star-spangled banner," the flag which ought to be a synonym for liberty to the poorest and most humble laborer in the land. Is comment needful?

NOT THE ONLY OBJECTION.

About eight months ago a preamble and constitution of the Railway Employees' Club fell into the hands of the writer, who saw in it something which he thought was good for a class that was striving to obtain legislation. At several railroad centers in the state the employes had formed what was called "social circles," not knowing there was already an organization of this character. After reading and studying the constitution referred to above, General Secretary W. E. Perry was communicated with in regard to the aims, objects, etc., of the Club, and the writer asked to be appointed state organizer for Kansas until such time as the state had an organization. The plan suggested by the Club movement met with our approval exactly and if it was kept non-partisan great good could be accomplished for the employes through it. A thousand copies of the constitution were received and distributed at different railroad centers in the state, and as a consequence some twenty clubs have been organized. When the article in regard to an employe having to sign a death warrant, releasing the company in all sums over \$50 in case they were injured while in discharge of duty appeared in THE CONDUCTOR and the SAVANNA (Ill.) papers, the writer took pains to investigate, and was informed "that the Club constitution had not been changed or altered in any way since its adoption." A copy of the constitution is at hand and no such article is recorded there. It may be the writer was misinformed, or that the editor of THE CONDUCTOR has some other organization confused with the Club. Had such a clause been shown us no person would have fought the Club movement, under such a banner, harder than the Register. The writer does not admit that such a law was or was not connected with the constitution, but does say emphatically that no such law or article appeared in any constitution examined by him, and furthermore that no such thing is now in the constitution or by-laws of the Railway Employees' Club of the United States, and as that was the only feature distasteful to THE CONDUCTOR and a few other organization publications, let us forget the past and, now that we have a national organization of railway employes which, if conducted according to the present constitution, will not hurt or work a hardship upon anybody, but will give to the railway employes of every state in this Union good, just laws. Come and help us. Our cause is just and our watchword is JUSTICE TO ALL.

The above article appeared in a recent issue of the *Neodesha Register*, and we wish first to commend Bro. Crouse upon the moderation of the language used, which is in marked contrast with the most that has preceded it, and we are glad indeed to note that invective and insinuation of crookedness on the part of those who oppose the *Register* has been laid aside, in this one issue at least, and we sincerely hope Bro. Crouse will continue in the new path, and we assure him that what he says in this manner will create more interest, be given more attention and command more respect from opponents, and while we may, and probably shall, differ with him on many things, the difference ought not to induce either to be personally abusive.

The clause in the by-laws of the Club is not

the only, nor even the principle reason for our opposition to a political organization of railway employes, and as that was *not* "the only feature distasteful to THE CONDUCTOR and a few other organization publications," we cannot "come and help" until we are convinced that we are mistaken and the political organization is able to point to some little good accomplished for employes. We opposed such an organization when it was first brought to our notice because we believed that it would result in injury to employes, and the by-laws referred to were quoted simply to show the object of those who were the instigators of the movement. That object was to do just exactly what has been done, create an antagonism between the railway employes and other citizens, and thus the corporations be enabled to use each to defeat the other. This was prophesied by THE CONDUCTOR and by other publications, and the history of the Club has demonstrated the correctness of the opinions expressed. The companies use the employe to beat the farmer, and the farmer to defeat the employe. As we have previously stated, we do not think the laws from which we quoted were distributed in Kansas nor anywhere else after attention was called to them, but on the contrary those which had been distributed were collected and destroyed as completely as possible, so that to-day it is almost impossible to find a copy anywhere, and after three months' search it has been impossible for us to procure a single copy in addition to the one which had been preserved, and which bears the official seal of the Club. We have repeatedly challenged any supporter of the Club, or of any such political organization, to point to a single, solitary benefit from it, and certainly in the three years of its existence, it ought to be able to show something; it cannot however, and its most enthusiastic supporters tell of what it is to do, but not of what it has done. Its record in the three states of Minnesota, Iowa and Kansas has been, and now is, defeat of the employe in the interests of the companies, and defeat of the farmers in the corporate interests. The most that is claimed by any, is that they have succeeded in defeating rate legislation. It is a disputed question as to what influence they have had in the matter, but granting all that is claimed, what has the employe benefited by it? His wages are not increased one penny, his privileges are not extended in the slightest degree, and on the other hand, legislation in his interest and that he has asked for in each of the three states named, has been defeated by the same interest which has used him to defeat the rate legislation.

The E. V. Debs Publishing Company, of Terre Haute, Indiana, is a company formed to publish and place before railway employes and others interested, books relating to railway service and practice, and this company will hereafter publish "Air-Brake Practice" by J. E. Phelan, "Progressive Examinations" by J. A. Hill, formerly published by *Locomotive Engineering*, and other works of that character. Brother Debs needs no introduction to the employes of America, nor is it necessary for us to speak of his well known energy and industry, or of his interest in promoting the welfare of the railroad men of the country. Mr. Debs will retire from the position held by him with the B. of L. F. for so many years, and

from a position which he probably could hold as long as he would accept it, to engage in the publishing business, and the best wishes of an army of friends and brothers will go with him and among them all, no one is more earnest and sincere in wishing a full and overflowing measure of success than THE CONDUCTOR.

**

The Southern Tourist says:

Mr. E. C. Dearborn, one of the popular J. T. & K. W. conductors, has secured leave of absence for the summer, and will spend his vacation looking after his 150-acre farm down on Biscayne Bay. Gene will probably be able to write a volume on mosquitoes by the time he gets back.

It's seldom that a member of the Order gets a farm of 150 acres, but the above mentioned conductor is a member of St. Johns Division No. 196, of Jacksonville, Fla., and if there's any tarpon in Biscayne Bay, we want an invitation to visit the farm the next time Bro. Dearborn goes down.

**

"One of the notable features of the World's Fair at Chicago next year, will be a complete model of the entire plant of the H. C. Frick Coke Co., of Scottsdale, Pa. This company employs about \$1,000,000 capital in their business, and is the largest in the world. The contract has been let to the Jones Brothers' Company, of 30 Court street, Cincinnati, Ohio, who are experts in the making of models. The estimated cost of this model is between \$3,000 and \$4,000. The plant will occupy a space about 20 by 50 feet, made on a scale of one-twentieth of an inch to the foot, and will be an exact fac-simile of the original, including boilers, engines, piping, elevated tracks, cupolas, cars and all other machinery, and will be in operation. The motive power, however, will be electricity.

The above item from a world's fair bulletin notes what will certainly be an interesting feature of the exhibit, but it causes us to wonder if this company will also exhibit the Pinkerton-Winchester attachment that has often been a prominent feature of the plant, and if it will give an accurate representation of the Huns it has imported to enable it to reduce wages below a living standard and make a hundred per cent on its forty millions of capital.

**

As foreshadowed on another page, the late employes of the Carnegie steel works have been driven to desperation. July 6th will be a memorable day in the history of labor in the United States, and if the slaughter at Homestead on that day does not lead to the extinction of the Pinkerton disgrace by arousing congress to action, there is little hope that anything but a general uprising will do it. It should convince the average citizen that there is something radically wrong somewhere with a system and laws that permits a "Fort Frick," and an attempt to garrison it with mercenary soldiers of the Pinkerton type armed with repeating Winchesters, or that makes it necessary for workmen to resort to arms and defy law, in order to defend themselves against the greed of a multi-millionaire who robs them that he may have more than he can possibly use. The employes of the Homestead mills are the real founders of the libraries for which Carnegie receives credit.

**

One of Frick's steel-plated Pinkerton barges should be added to his exhibit at the Columbian exposition.

JOHN A. HALL.

One of the most deplorable events that it has ever been the misfortune of THE CONDUCTOR to chronicle, occurred Wednesday June 22d, at East St. Louis, by which the life of Brother John A. Hall, editor of the *Switchmen's Journal*, was crushed out under the remorseless wheels. Bro. Hall had been attending the convention of the Brotherhood of Railway Carmen, and in attempting to board a moving train for his home, he was, in some inexplicable manner, thrown under the wheels, and in an instant one of the brightest lights in railway organizations had been quenched for this earth forever. Bro. Hall was born in

the fall of '90 he was selected to succeed himself. In '91 he was selected to fill the new office of editor and manager of the *Switchmen's Journal*. His work in that position has spoken for itself and needs no comment from us. He has made the *Journal* one of the foremost of labor publications and an honor to the organization it represents. An able, courageous and vigorous writer, his loss is one that will be felt not by the S. M. A. alone, but by all the organizations of railway employes, and those who have known him will feel his death as a personal loss. Between Bro. Hall and the writer there was a warm friendship notwithstanding past and present differences of opinion and conviction, although we had only



JOHN A. HALL.

Iowa, and was the son of Surgeon Hall, of the Navy. He commenced the study of medicine, but not liking it soon gave it up and learned operating, and for some time was employed as a railway telegraph operator; he has served in the various positions of operator, agent, switchman and yardmaster, and was in the employ of the "Q" as yardmaster at the time of the great strike, and when the switchmen went out, Bro. Hall and a number of other yardmasters went out with them. He then entered the employ of the Santa Fé, where he remained until appointed to fill the unexpired term of Grand Organizer Bailey, who was removed from office in March, 1889. His service in that position was so satisfactory that in

met during the past year.

He was laid to rest at his old home, Downer's Grove, Ill., the cortege being formed of hundreds of switchmen, the Masonic lodge, of which he was a member, the Grand Lodge of the S. M. A. A., and a large number of personal friends.

The floral tributes were numerous and beautiful. "After life's fitful fever" may he sleep peacefully.

The convention of the Brotherhood of Railway Carmen re-elected Grand Chief Missemer and Grand Secretary Kelleher and selected Minneapolis as the place for the next convention.

Want of space prevents some additional comments on "seniority" in this issue.

**. *

Will congress adopt the Watson resolution for investigating the Pinkerton system now?

**. *

The attention of our readers is called to our offer of *THE CONDUCTOR* and *Wide Awake* in our advertising columns. Both will be sent to any subscriber for \$2 50, only ten cents more than *Wide Awake* alone.

**. *

The secretary of Division 53 has business of importance to Glenn Latimer, and he is requested to write immediately.

**. *

The *Railway Age* issues a supplement containing the full report to the Master Mechanics' convention of the committee on compound locomotives.

**. *

A schedule providing for standard pay has recently been agreed on between the employes and the officers of the "Big Four" for the Michigan division.

**. *

Dear Lick Division No. 292 gave a mammoth excursion to Cedar Point and Sandusky, on the 26th ultimo, and fully sustained their reputation as "hustlers."

**. *

The congressional committee on military affairs should visit Homestead. They might get some valuable pointers on modern warfare by an inspection of "Fort Frick."

**. *

James Gallagher, formerly of Logansport, Indiana, is hereby advised that his sister Mary Gallagher, at 3836 Armour avenue, Chicago, would be glad to hear from him.

**. *

B. Costello, commonly known as "McGinty," one of the S. A. P. "scab" yardmasters, is languishing in "durance vile" at Cuero, Texas, on a charge of carrying concealed weapons.

**. *

The failure of an operator to properly set signals resulted in a disastrous collision at Harrisburg, Pa., on the "Pensy" last month, by which eleven persons were killed and a number injured.

A. E. Lothrop, secretary of Division No. 94, at Wadsworth, Nevada, requests Brother J. Flahiff to correspond with him at once, as a matter of importance depends on it.

**. *

Bro. M. B. Hamble, a member of Marshall Division No. 4, has been "doing time" in bed at Los Angeles, on account of injuries received in a collision on the S. P. We are glad to note that he is fully recovered.

**. *

The last regular meeting of the Supreme Council of the United Order of Railway Employes was held recently and that organization formally dissolved. The dissolution has been practically completed for some time past.

**. *

Bro. J. R. Liscum, of Division No. 222, had the misfortune to fall under his train June 5th, and his leg was so badly crushed as to make amputation necessary. At last account he was very low, but we sincerely hope he may recover.

**. *

A correspondent to the *Firemen's Journal* wishes the name of the chief dispatcher of the Canadian Pacific at Ottawa, Mr. Robillard, given as one of those who volunteered to run a train for the company during the recent strike.

**. *

Brother J. H. Latimer, room 90, Laclede building, St. Louis, inquires for John M. Wrenne, who has been employed as a conductor if he is not now and who, during the war, was a member of Gen. Rody's staff with the rank of major.

**. *

San Xavier Division No. 313 has lost its chief, Bro. Lewis Davis, who has been appointed trainmaster on the S. P., with office at Yuma. The division loses a good chief, but the company and the employes gain a good trainmaster by the appointment.

**. *

One of the neatest little devices that we have noted is presented to its friends by *Locomotive Engineering*. It is a neat little ivory covered note book and our better half desires to return thanks to Brother Sinclair for a "copy." It is at once a convenience and a handsome souvenir of one of the best railway papers published.

Brother Chas. C. Ross, secretary of New Haven Division No. 317, had the misfortune to fall from the top of a freight train the other day while switching; no bones were broken, but he was seriously shaken up and is "in the back shop" for a few days.

**

Memphis Division No. 175 wishes to advise Brother J. B. Doon, that it will be for his interest to immediately communicate with B. J. Jacobway, 603 Shelby street, Memphis, who is in possession of information that it is important Bro. Doon should have.

**

We are glad to note that Brother Sebring, who has been for some time laid up with the tortures of inflammatory rheumatism, is almost himself again and ready to throw down the gauntlet for organized labor. Our readers may expect to hear from him on the Homestead war soon.

**

From the *Age of Labor* we learn of the organization, at Chicago, of the Switchtenders' and Signalmen's Mutual Aid Association, with 129 members. THE CONDUCTOR extends the hand of fellowship to the new organization, and we trust they will be encouraged and aided by members of the Order generally.

**

No reader of THE CONDUCTOR who uses a fountain pen can afford to be without the Rapid Writer. See advertisement and also note that we furnish THE CONDUCTOR and the Rapid Writer both for \$2.50, which is just the price of the pen alone. The writer has used many different fountain pens, but has never found one that was entirely satisfactory until the Rapid Writer was used.

**

In another column will be found a communication from Father Coffin, and THE CONDUCTOR will be glad to send a button to any member of the Order or any railway employé who will wear it. The influence of such a movement in favor of temperance can hardly be estimated, and the benefit it will be to thousands of homes is inestimable.

**

William Henry Ingram, well and favorably known as an old Michigan Central conductor, a former member of the Insurance Committee and a permanent member of the Grand Division, has been appointed collector of customs of the port of St. Thomas, Ontario. The tenure of office on the other side depends more upon efficiency than on this, and for this reason Billy is likely to hold the position for a long time.

**

One D. A. Graham, a former member of the Order, but who was expelled by Denver Division No. 44, four or five years ago, for fraud and general "cussedness," and whose "peculiarities" have several times been mentioned in THE CONDUCTOR, is still posing as a member and occasionally succeeds in imposing upon some one by borrowing money or negotiating a worthless check.

He was recently in Los Angeles, where he seems to have gotten into trouble and is under conviction for felony.

**

Brother Heitzman, the genial secretary of Division No. 54, has made signs in the division so long that he has become fascinated with the occupation and accordingly has joined hands with his brother and hung out a sign announcing that John M. Heitzman & Co., manufacture all kinds of signs, and we certainly hope that it won't be long until he can sign his name to a check and make it good for a hundred thousand dollars. He still retains his position on the road.

**

A friend of this paper writes: We broke the flange on the pony truck and got off track pretty bad. While we were working at the engine, Dennis, the fireman, was trying to get water in her, but both injectors declined to put water in the boiler and furnish it at the same time. We were getting the jacks and frogs into shape for an effort when Dennis stuck his head out of the cab and said: "If ye's don't get her on purty soon, we'll have to cut and run for wather." Dennis was a Spaniard.—*Locomotive Engineering*.

**

Mr. Er. S. Jewett, of whom an excellent portrait is published in the *Kansas City Illustrated World*, is being boomed as a candidate for congress in the Fifth Missouri district. Bro. Jewett is a prominent and active member of the Order and considerable of a politician as well, and recently represented his district in the national convention at Minneapolis. If he should be nominated for congress he would get pretty nearly the unanimous support of the railway employés in his district regardless of party affiliation.

**

A couple of frauds calling themselves J. C. Hogan and Joseph Williams have defrauded a number of business men in Des Moines and Cedar Rapids Iowa, by selling tickets for a bogus raffle to benefit the widow of a member of the B. of R. T. One of them was captured in this city and in default of \$400 bail is temporarily sojourning at the Linn county bastille, and when court convenes he will probably take a trip "over the road." Business men should protect themselves from frauds of this character by refusing to patronize any stranger unless accompanied or vouched for by men who are well known.

**

Almost four months ago, Brother E. B. Blaisdell, of Camden Division No. 70, had the misfortune to have his right arm badly crushed between "man-killers," and has since been confined to the hospital. He has made a brave and determined struggle to save the arm, but after three long months of suffering, was compelled to give up and have it amputated. Those who met Bro. Blaisdell at the Grand Divisions of which he has been a member, will remember him as a genial, earnest member of the Order, and all will sympathize with him in his misfortune.

If, as "Rory O'More" says, "there's luck in odd numbers," Renovo Division No. 333 ought to be a prosperous division, and from its membership and the favorable circumstances under which it was organized we believe it will be a good division whether it be "lucky" or not, Bro. Wilkins was assisted by fifty-three visiting members from the surrounding divisions, and an excellent start was given the division.

At their recent convention the Train Dispatchers adopted a compromise resolution in regard to protection, providing for the appeal of any grievance of any member to the American Society of Railroad Superintendents, whose decision is to be final. It is stated that neither party is satisfied with the compromise and the struggle will be renewed at the next convention. Those in favor of a protective platform were in the majority, but yielded to the wishes of the minority. Brother W. W. Olcott, of Pine Bluff, Ark., and secretary of Division No. 251, was a prominent and active member of the convention, and was elected vice-president of the Association.

Safety equipment legislation still hangs fire in Congress. The house committee having the matter in charge has agreed upon a bill providing for power brakes and automatic couplers, the latter to be selected by a vote of the companies, to be filed with the Inter-State Commerce Commission in July 1893, and any coupler that receives 75 per cent of all the votes cast shall be adopted as the standard, and if no coupler receives that percentage, the Commission are to designate a standard within six months. The bill allows six years in which to equip cars with the coupler chosen. The bill will probably be adopted by the house if it ever comes up for action, but its fate in the senate is doubtful.

After much trouble the S. A. P. has reached comparatively smooth water. The road has recently been taken from the receivers and returned to the owners. D. B. Robinson has been made president and F. E. Nelson superintendent of transportation, both well and favorably known to employes. Many of the old employes have been re-employed and order is rapidly being brought out of chaos. G. L. Sands, whose resignation was brought about by the change, was burned in effigy at Yoakum, and both there and at San Antonio the resignation was celebrated by a parade and brass bands. Receiver Yoakum is manager of the construction company, and Receiver McNamara is entirely out with several very ugly charges hanging over him. The investigation is to be completed, notwithstanding the end of the receivership. THE CONDUCTOR, having some acquaintance with Mr. Robinson and knowing something of Mr. Nelson by reputation, heartily congratulates the employes on the change, and we are sure that if they will use good judgment there will be no difficulty with the officers that will not be amicably settled.

Agents of the Erie have recently been informed that General Manager Thomas does not want them to become members of the Agents Association, the friendly advice being communicated by trainmasters who were sent over the line for the purpose. Wouldn't it be a good plan for some agent to test the New York law prohibiting employers from interfering with the individual and private affairs of their employes? THE CONDUCTOR does not believe that an appeal to the law would be of any benefit to the individual, for while a jury might refuse to be fooled by a subterfuge, the final decision would probably be adverse. Mr. Thomas probably would not discharge an agent for joining the association, but he could undoubtedly prove to a court of last resort that the discharge was for wearing his uniform cap sideways. The only benefit would be to show the futility of laws which can so easily be evaded, and that the only real redress is through the employes themselves and a thorough organization.

LAWRENCEVILLE, VA., June 20, 1892.

Editor Railway Conductor:

I would like to say a few words to THE CONDUCTOR and to let the Grand Officers and all brothers of the O. R. C. know how we are getting along on the east end of Virginia, with Division 205 on the east end of the Atlantic & Danville and Division 288 on the west end at Danville, and hope you will be kind enough to not let this drop in the waste basket.

Two years ago this month the A. & D. R. R. had two members of the Order and they did not work, and to-day we have nineteen conductors, eighteen of them being Order men.

The result is we have at the town of Lawrenceville, a division point, a club room, and have formed a club and named it the O. R. C. Literary Club. We have regular officers and meet four times each month. Our club is open from 6 p. m. till 10 p. m. Every member has a key to the door. We have all kinds of reading matter.

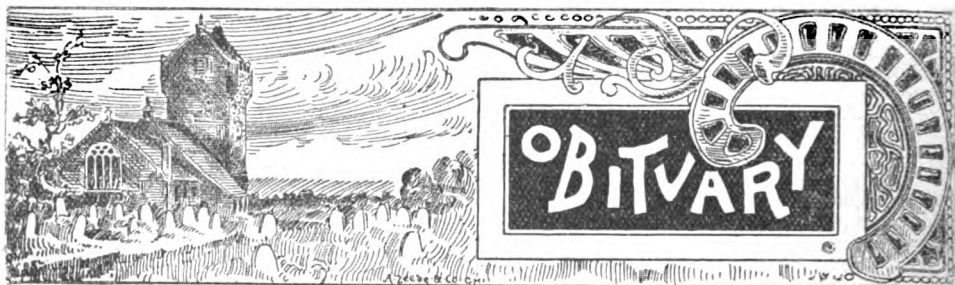
Again the same can be said of the S. A. R. R. two years ago. They did not have an Order man on the road, and to-day every conductor who is fit is an Order man. Solid also is the N. & C. R. R., which at that time did not have an O. R. C. man. On the N. & W. R. R. they were also very scarce on the east end, but they are coming in very strong at every meeting.

We have made a drop on the S. & C. R., and as a result captured one from them.

That is the way Division 205 has been working the past year, and Division 288 with its noble C. C. and S. and T., both good looking men, are bringing them in from the R. & D. R. R. and V. M. R. R. at every meeting.

But I must not forget Division 205's C. C. He is good looking and a favorite passenger conductor of the N. & S. He has done his part on his road, and the Grand Officers know full well that at all the Grand Division meetings they have heard his musical voice belch forth. I will stop till next time. I remain yours in P. F.,

H. MORRIS, Div. 205.



**"There is no death. What seems so, is transition;
This life of mortal breath
Is but a suburb of the life elysian
Whose portal we call death.**

Bowman.

At her home in Elmira, N. Y., June 23d, Mrs. Bowman, mother of Mrs. C. S. Wheaton, died from the effects of a cancer.

"How beautiful it is to die

Upon the walls of Zion, to be called
Like a watch-worn and weary sentinel,
To put this armor off, and rest in heaven."

Hart.

Again has the ruthless hand of death, without a moments warning, invaded the ranks of St. Paul Division No. 40, and stricken down in the prime of life and usefulness one of their members. In the death of Brother C. A. Hart, the division has lost a useful member, and as a tribute of respect and esteem to his memory, the division adopted and spread upon its record, resolutions reciting his worth and their sense of loss, and ordered the charter draped in mourning for thirty days.

Roberts.

Died, June 14th, after an illness of but two days, Bessie, eldest daughter of Brother C. D. Roberts and wife.

She was the first born and favorite of the little family circle. One of the most touching and impressive funeral services that has taken place in Cheyenne for many years was observed to-day. There naips were followed to the grave by her classmates, a delegation of railway conductors and many other friends of the family. The floral offerings were elegant and profuse. The sorrowing parents have the heartfelt sympathy of the entire community.

WM. A. WILLS.

Rowe.

June 15, at Scappoose, Oregon, on the Northern Pacific, Brother Wm. P. Rowe, a member of Division No. 91, met with a fatal accident. He was in charge of a construction train which was backing up, and Brother Rowe was stand-

ing on the rear of the train watching the track, when in some way he fell and the train passed over him, severing his right leg above the knee and inflicting other injuries, from the effects of which he died a few hours later at St. Vincent Hospital. Supt. McCabe of the Northern was with him when the accident occurred, and immediately ordered a special train to bring him to the hospital, but all efforts were of no avail. Conductor Rowe had been with the company nearly two years here, and also run a train on mountain division some years ago. He was well liked by all who knew him. It was with difficulty that his father, who lives at Denver, Colo., could be found. Conductor J. O'Connor, of Tacoma, accompanied the remains to Denver for burial.

I wish to express for the conductors of Portland and Tacoma the gratitude they feel toward the railway officials, both of the Union and Northern Pacific roads, for transportation and other favors they so readily furnished.

SAM STEWART.

Strahl.

The death angel has crossed the pathway of Brother B. J. Strahl, of Alliance Division No. 177, and taken from his side the companion of his life journey. Mrs. Lyda A. Strahl has been a sufferer for the past two years, bearing with patience until she was called away on June 21st, 1892. Mrs. Strahl leaves a large circle of friends to mourn her loss. Mrs. Strahl was in her fifty-first year. Brother Strahl and wife were married twenty-seven years; they had no children in all their married life. Brother B. J. Strahl has the full sympathy of all his friends, also, from the members of Alliance Division No. 177, and may God pilot him safely until he reaches the Golden Gate along with his life companion.

F. M. FOSTER,
M. R. MATTHEWS,
J. C. McHENRY,

Committee-

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., AUGUST, 1892.

NO. 8.



SORE "SPOTS."

A taxidermist, an ornithologist, a farrier, together with their wives, accompanied by a dog fancier and an old maid, visited a museum in the city of ———, where could be found monkeys, dogs, parrots, cats and a pet pony.

Visitors constantly plagued the monkeys to see them make faces; also the dogs, parrots, cats and pony were poked and stroked, punched and plagued, until they were in terror, fearing fresh aggravation of sore spots caused for amusement to visitors.

When the taxidermist in the interest of his calling made an attempt to examine the monkey, he found he could not touch him without causing a fearful chattering and receiving some wonderful grimaces. Learning the cause, he said he "did not blame him," while the ladies said, "Too bad!" They said, "Monkeys when sore should not be so tormented."

When the old maid characteristically made an attempt to stroke the cat, she arched her back and spat at her, fearing to be stroked the "wrong way," as she frequently was. The ladies again said, "too bad!" The old maid said she "did not blame any cat for getting mad when the fur was stroked the 'wrong way.'"

The ornithologist poked the parrot under the wings to make him extend them to see their size, whereupon the parrot squawked dismally. "Too bad!" once more cried the ladies, while the ornithologist said, "I don't blame him."

The fancier approached the dog to critically examine him. A growl warned him to be careful. He was full of sore spots accumulated while

heavy hands were patting and pounding his ribs, saying, "Good dog, nice dog," etc. "Too bad!" again from the ladies, and "I don't blame him," from the fancier.

The farrier touched the ticklish spot on the pony, in sport, to show he knew how to make fun, and was rewarded with a vigorous kick for his knowledge. "Too bad! to torment the pony for fun," said the ladies. Although some sore himself from the kick, the farrier said, "I don't blame the pony; I tormented him."

Understanding their natures and learning of their daily annoyances from the public, the faces, spittings, squawks, growls and kicks were sympathized with by the ladies and excused by the experts, who said, "We don't wonder they are so easily irritated; every one has tormented and touched them in the very same way and places, until they are sore, and flesh, whether beast or bird, cannot help protesting in their way."

Every one of the party said, "They ought to be protected from such daily hectoring from ignorant visitors, who do not know their natures, and only consider their own whims when aggravating the caged and comparatively helpless things." They thought the manager of the museum should place some safeguards around them, so the public could not, at their own caprice, impose on them.

Before leaving the museum the party stopped to see a man tantalize a lion through the bars of his cage. Being used to such treatment, and knowing the cage protected the tantalizer, the lion simply cast his eyes on him in silent scorn, while the men of the party said, "If the lion was

only uncaged no one would dare offer him such treatment."

The party boarded the cars for home. Finding a crowded train, they happened to be first in a car attached at that station because of the crowd, yet, regardless of the situation, the taxidermist and his wife monopolized two full seats. The old maid with her bundles occupied four.

The conductor was compelled to turn one seat away from the taxidermist, whereupon he was called presuming and guilty of a consuming desire to show his authority. He simply made a wry face at the criticism, touching a sore spot touched daily, and passed on. He politely but firmly compelled the old maid to yield three of the four seats she held with squatter's right. She immediately called him insolent and unfit for his position for treating a lady (?) so. He shrugged his shoulders in silent protest, another sore spot being touched. He met the ornithologist, who offered him an excursion ticket "outlawed." This necessitated a long explanation and much expostulation, finally to be told he "did not understand his business when he refused a ticket paid for and never used; he was too fresh," etc. This "spot" being particularly sore from constant pressure, he was impelled to reply that while the holder might know something of the "points" of birds, the "details" of excursion tickets were evidently "Greek" to him, and if he "didn't understand his business, no 'bird's-eye view' could show it to him." For "talking back" the bird man said he "was insulting," and he "would report the matter to the office." The fancier being a sport, and always ready to take chances, offered him a "short" fare, this being a daily occurrence. The conductor curtly told him nothing but full fare "went." An attempt to make the "short" fare "go" brought out a vigorous and emphatic demand for the balance which was reluctantly produced, with the admonition, "Need not be so cranky about it." The farrier, thinking to make sport for the party and of the conductor, refused to pay, intending when sufficiently amused to pay. The conductor, not being a "mind reader" or the "son of a prophet," could not tell the difference between this man's "temporary" refusal and the "dead beat's" daily refusal that he must deal with, the train was stopped, when payment was tendered, but the conductor's patience was worn out, and, the "spot" very sore, said he had not money enough to ride after the train had stopped to put him off. Resisting verbal suasion to get off, he was forcibly helped off and left to enjoy the "fun" by himself.

This conductor was called by the party "unfit, unprincipled, insulting, impudent and tyranni-

cal." What did he do more than the beast and bird in the museum, who received their sympathy and who they declared "ought to be protected from the public," who daily touched their "sore spots" without compunction. True, like the monkey, he made a grimace, "got his back up" like the cat, "talked back"—"growled," if you will—and finally "kicked." His "sore spots" were rubbed, they were prodded by the public daily, while he, caged in his uniform, could only endure, sometimes wincing.

He could not protect himself as a man. While the man beneath the uniform protested inwardly, he must act like a machine outwardly.

The animals and birds had the sympathy of the very people who were prodding his "sore" places without thought or mercy, who then condemned him for not keeping cool and for wincing, when flesh, although not brute, cannot be insensible to the torture, mentally.

Not a man among the party who insulted him with his uniform on, with it off and clothed as a citizen, responsible only as a citizen, would dare presume to talk to him as they do while he is caged. If it be cowardly to abuse a caged and helpless animal or bird, what name shall be applied to the gentlemen (?) and ladies (?) who daily take advantage of the conductor's caged position to show their ill-natures and selfishness, knowing he cannot defend himself without losing his place, which it has taken long years of patient service to gain? Is the public trying to make a Christian of him by their "grievous words which stir up anger," thinking to get from him the "soft answer that turneth away wrath?" Have these men the "mark of the beast upon which fell a grievous sore?" Rev. xvi—2.

WORK AND WAGES.

A phrase has come into somewhat common use in the last quarter of a century which has nothing charming in it. I refer to the saying, "the struggle for existence." It is not inspiring to think that the human race is now crowding, scrambling, elbowing each other, treading on each other's heels, in an eager effort to possess themselves of something. And in most cases that something is but a bare subsistence. If that is so now, it must be more so as time goes on, for population is increasing, and with the increase the struggle must be more intense. It has been alleged that population increases faster than do the means of subsistence. Malthus contended, over a century ago, that to take away the hindrances to population, such as war, pestilence, etc., the number of people existing upon the earth would double every twenty-five years. It may be con-

ceived that the means of subsistence may vastly increase, but it is a question whether in the same ratio. We may believe that means of subsistence may be doubled in Iowa in twenty-five years, but to double them again in the next twenty-five, and then again in the next twenty-five, and so on, in a geometric progression, is hardly probable. Even if this could be done for a century or so in Iowa, which is in her infancy, it does not follow that it could be done in older parts of the world where the limit of production seems to be already approximated, but where population is increasing in a startling ratio. With the growth of culture and civilization the hindrances to population, such as war, pestilence, famine, etc., are being reduced to a minimum. With improvements in the science of medicine and surgery, human life is being prolonged, and we may expect at least an unabated increase in the number of mouths to be fed, with an uncertainty about a corresponding supply of food. The "struggle for existence" promises to grow even more eager and bitter with the lapse of time. The advancement of science has done and is doing much toward increasing the production of the means of subsistence. Men are improving the tools and implements of husbandry, and of the laboratory and workshop. The soil is fertilized, and two blades of grass grow where but one grew before. Improvements in live stock make the earth produce more animals than formerly, and there is no such discrepancy or deficiency as to excite even an alarmist, but yet the fact exists that population keeps up a tremendous pressure on subsistence, and that all the skill and science and the ingenuity of men will be required to keep subsistence even approximately near to the growth of population. Malthus, in his thoroughly pessimistic view of life, left out of consideration the intelligence of man as applied to the productions of the soil. He regarded the earth as a mine out of which a certain amount of product can be taken before it is exhausted, while in later years we have come to regard the earth rather as a laboratory, with possibilities inexhaustible.

History records no time when the right of private property was not recognized and guaranteed to individuals. Individuals possessing private property have always been, and will always be, outside of this struggle for existence, except in case of accident or wide-spread famine. The struggle is in the ranks of the non-property-holding classes. It is among the wage workers of the world, and they vastly outnumber the remainder of the population. It is among them that the pushing, scrambling, elbowing process has been going on, and will go on. The man who has no property to fall back on to supply himself and

his family with subsistence is goaded on by the fear of want to an unrelenting fierceness in the struggle. Out of his brawn and muscle must come his daily bread and the support of his family. He must find employment at wages, and in finding it he is in direct conflict and competition with every other man of brawn and muscle who is dependent upon the same exertions. It is a refined theory that the laboring man, the developer and producer of wealth, is entitled to, and should receive, a proportionate share of the product equal to what he contributed in its production. But as a matter of fact that proportion has nothing whatever to do with fixing the price of wages. Under the world-wide system of individual ownership of property, where some men are employers and others are employes, labor, ordinary drudge labor, goes to the lowest bidder, and the lowest bidder fixes the scale of wages for all. The tendency of competition is to lower prices. Combinations, and trades unions and strikes and public opinion, may for periods of time overcome this tendency, and at times the price of wages may seem to advance, but in the end it must yield to the pressure of competition, for labor, like every other commodity, must be subject to the law of supply and demand.

In 1879 Mr. John Stuart Mill wrote in the *Fortnightly Review*: "It is unhappily true that the wages of ordinary labor in all the countries of Europe are wretchedly insufficient to supply the moral and physical necessities of the population in any tolerable measure." Upon this proposition I do not intend to elaborate. There is no well-informed gentleman who will take issue with Mr. Mill in this. The wages of ordinary drudge labor in Europe, at most, can only furnish a scanty subsistence. This condition can be ascribed to no peculiar institutions nor to any laws or regulations unfavorable to laborers. It is to be charged solely to the density of the population and the large supply of that kind of labor. It is certainly a relief to the glut in the labor market of Europe that the various governments have withdrawn from it the recruits who make up their immense standing armies. If these armies were disbanded, and the men who compose them were thrown into the army of laborers seeking employment, the consequences would be even more direful. Constantly, also, their overstocked labor supply finds relief through emigration. A half million people each year, principally from the working classes of Europe, find their way to the shores of the United States. In coming they hasten the day when the mighty problems which now confront Europe must be solved by our own countrymen. It is a fact that millions of ordinary laborers of Europe are never many hours

removed from starvation. Want is their constant companion and misery hovers over them. Is it any wonder that in the presence of so much privation and destitution, great men and thinkers upon the continent are considering whether there is not something radically wrong in a society which breeds and grows such squalor, while it tolerates another and smaller class clothed in purple and rolling in wealth? Should we in America join in condemning the men whose hearts are touched and whose great minds are aroused by so much suffering?

But what of work and wages in this country? Without stopping to relate facts or quote statistics, and referring you to the reports of the various labor bureaus of the respective states in confirmation of my statements, I assert that there are large armies of unemployed men and women in America, and that the wages of those employed in menial labor, also in the sweating establishments and in many mining and manufacturing districts of this country fall below the cost of bare subsistence for the family of the laborer. I might cite much authority upon this point, but the fact has attained such a general notoriety that it would be but an encroachment upon the time of this club to array before it such testimony. The children of laborers are forced into the world and into the fields of labor or the domains of vice and crime while yet young and undeveloped in mind or body. The homes of such are without comfort, and a condition closely resembling misery exists.

Had the institution of slavery in America not fallen when it did, it would have gone to pieces by this time from its own weight and from purely economic reasons. Slavery paid its victims a subsistence from the cradle to the grave. The wages of the menial laborer does not do this. The slave-owner, in addition to the subsistence he gave his slave, had invested in him a capital of \$1,000. Paid labor falls short of subsistence, and paid laborers as a class do not represent a saving per head of \$1,000 or any other sum. So, waiving the enormity of human slavery from a moral standpoint, it could not live alongside of paid labor, because it would be so much dearer.

It would be an idle waste of time to simply meet to deplore existing bad conditions. I despise that ranter and agitator who harrows up the people by portraying in lurid colors the evils of society, but who has given no thought to a remedy for those evils. If I am not able to point out some safe and certain relief for the deplorable condition of labor as it is found in certain parts of America, then I trespass upon your time to-night, the dark showing I have made of the condition of working people avails nothing, and my

offense is inexcusable. It will be my effort to briefly suggest some expedients, and perhaps some radical changes, which would have the effect to ameliorate the condition of workingmen without overturning the institutions of our present society or our form of government. I would, if possible, avoid going into socialism, communism, nihilism or anarchy. I would respect property and its legitimate and proper ownership. I would endeavor to see if within our present social arrangements there is not sufficient elasticity to admit of much improvement in the condition of all the people.

[Here followed arguments in support of the shortening of the hours of labor, co-operation and employment of labor by government. But of most interest to single taxers is the manner in which this editor of a leading paper refers to the land question as the root of social evils.]

The fourth remedial measure which I would recommend for the relief of workingmen is more in the nature of a radical change and advance than either of the others, which must be said to be expedients rather than thorough reforms. The system of land monopoly is one of the most fertile sources of mischief, wrong and oppression of anything known to modern society. There is no sanction in philosophy or morals for an individual's claim to a part of the earth's surface which he does not actually and personally occupy and use. No man should hold title to the bounties of nature beyond his personal requirements. Whose claim to the exclusive right to a cubic mile of air would be tolerated for a moment? Yet air is no more a thing of nature than is the earth. If breath is necessary to sustain life, so is the food which comes from the earth. An exclusive owner of the air would claim the right to tax those who breathed it, and would clap a meter over every man's mouth. The owner of the earth claims the right to tax the food upon which the life of the people is sustained.

How can land be property? It is not the result of any man's toil or ingenuity. It cannot be rolled up or carried away. The right to hold it is based on an agreement with a grantor who has covenanted to defend the grantee against the balance of mankind in perpetuity. The man who is given this right may not put his land to use. He may allow it to remain idle, for purposes of speculation, or he may rent it. Ownership of land is nothing more than an opportunity for employment. If it lies idle the field of labor is limited by that much. If it is rented for a consideration, then the right of a man to his share of nature's bounties is taxed by a fellow-man. Constructive possession and ownership of land should be forever abolished. The only test of right

should be actual personal occupancy and use of land by the person claiming it. Uncultivated land is a taunt and a mockery to the working poor.

In 1785, Thomas Jefferson wrote as follows in a letter to Mr. Madison: "Wherever there are in any country uncultivated lands and unemployed poor, it is clear that the laws of property have been so far extended as to violate natural right. The earth is given as a common stock for man to labor and live on. If, for the encouragement of industry, we allow it to be appropriated, we must take care that other employment be furnished to those excluded from the appropriation. If we do not, the fundamental right to labor the earth returns to the unemployed."

All the desirable land within the United States has passed under private ownership. With the increase in population the pressure upon that land will be multiplied. Its value will be enhanced, and it will be more and more difficult for the poor man to be a landholder. With each year the question of how far land may be held out of use by a man claiming to have a title will grow in importance. Landowners are becoming fewer. Larger holdings are the rule. A half dozen men in America could, if they so desired, buy Iowa from corner to corner. They could stand complacently on the porch of the capitol and trumpet the order to all of us: "Get off the earth—no trespassing," and we would have to go.

A man in the crowded streets of the east, who is out of work, is told to go west and farm. He goes and finds wide stretches of fertile land lying with its bosom to the sun in virgin purity. No rude plow has ravaged its surface and it has borne no harvests on its breast. The man says: "Here will I labor, and from this land I will bring up food for myself and family." But a rude hand falls on his shoulder, and he is told not to dig there, for this scope of the earth's surface, which reaches in every direction to the horizon, belongs to Lord Nozoo, a great man of the British Isles, a loyal subject of Her Majesty, the Queen. He wanders on to the mountains, where he has heard gold and silver may be found. He finds a spot in a deep canyon, where the wildness of the place repels the idea that any hand had ever toiled there, and he sinks his pick in the earth. He is again stopped by the word of authority, and told that Mr. Mackey owns that spot, and he is holding it for future developments. There is nothing for him to do but to trudge back to his city and again join the army of unemployed.

The idea that by a scrap of paper a man may

hold against all the world a part of the surface of the earth which he does not use and does not permit to be used, is contrary to the laws of nature and against the natural rights of all men. Whatever amount he uses, government should protect him in its enjoyment. If all the uncultivated land of the world was thrown open to the occupancy of men who would labor upon it, it would provide the world with work and supply it with food in inexhaustible quantities.

I have thus, I believe, pointed out four ways in which the condition of labor may be greatly ameliorated. First, the eight-hour work day; second, co-operation; third, employment of labor by government, and fourth, the abolition of the constructive possession and ownership of land. That arguments can be produced against all of these I have no doubt. But we have before us an unhealthy condition which needs attention. If a better treatment can be named than those suggested in the above paragraphs, then let it be brought forward. If these remedies will not answer, and no better can be suggested, then we are surely drifting toward socialism, communism, and possibly anarchy.—*Hon. Henry Stivers in Iowa Jeffersonian.*

"TOO BAD."

BY S. E. F.

My memory lingers
Over boyish fingers

Frequently getting hurt;
Around a knee or toe,
Wounded by a chance blow,

While playing in the dirt;
Amidst jack-knife gashes,
Skin broken in patches,

'Till naught could more grief add;
Until a soothing kiss,
Left me nothing amiss,

When mother said, "Too bad."

How often meeting pain
Of the body or brain,

In my maturer years,
I have thought mother's kiss
Would turn my pain to bliss,

And quickly scatter tears,
Could I but hear her say,
As in my boyhood's day,

When she heard my woes sad,
'T' might have been much worse,"
With a kiss pain disperse

In her soothing, "Too bad."

Murder Most Foul.

Never in the history of this country has there been such an outrage perpetrated upon the liberties of a people as that committed at Homestead, Pa., on the 6th of July, 1892, by order of Baron Carnegie, and executed by his partner, henchman and murderer, Frick. Something over 116 years ago England's king declared war upon the American colonies, but it remained for one of England's subjects to come to this country, amass a princely fortune, return to his native heath, build a castle, and from his princely estate in old Scotland issue his war manifesto to his lieutenant, Frick, to make a fortress of his estate at Homestead, Pa., and to prepare his fleet to bring the armed sleuth hounds of hell, the Pinkerton detectives, to Homestead, and then at a certain given signal a few hundred manly, free American citizens are to be shot down. Hardly was an alternative given these honest men of Homestead. Mr. Frick did say: "Mr. Carnegie and I are going to reduce your wages to a starvation price. It violates a contract, but we care not for contracts. Baron Carnegie has from his castle in Scotland issued his order; you must work for him at his price—peaceably, if you will, but by force, if you refuse." And as a result of that order, the armada tried to land at Homestead, on July 6, 1892, the 350 sleuth hounds (Pinkerton detectives, so-called), and in the most approved manner commenced to shoot down free American citizens, because they in their sovereignty said to this armed mob of murderers: "Go back; this is a time of peace; we want no foreign army upon our soil; you, as foreigners, have no authority from congress or the governor of Pennsylvania to cross our state, much less invade our sacred soil." The answer to this was the crack of a Winchester and an honest laborer fell dead. Just what Mr. Carnegie wanted, for the killing of a few laborers by this king's order helps his business; it advertises his American plant and it is a lesson to the more timid plutocrats of America to follow his example and force the laborer down to the level of the serfs of Russia, and he, with Mr. Edward Atkinson, would hold the American laborer in just the same relation to the American plutocrat that Russia holds her laborers. They would deal them out the same food, with Mr. Atkinson as their national commissary general, and the food would be such as the Russian government is to-day issuing to her starving subjects, namely, a bread made of "husks, sand and woody fiber." Mr. Carnegie would bring about the same result in this country if it were in his power so to do.

We assert, and 99½ per cent of the honest

people of this country will confirm the assertion, that the laborers at Homestead did right in resisting the encroachments of Mr. Carnegie upon their rights. These men, many of them, were born and raised at Homestead. They had spent years to become masters of their trade. They had by sobriety and frugality saved enough to buy them a home. Mr. Carnegie had said he wanted and would have no other than the very best skilled labor, and these laborers were educated and skilled and had made their homes here. Their every interest was identified with that of Baron Carnegie, and they were not disposed to be driven away by any gerrymandering or threats. As true Americans, when they saw that their liberty and the safety of their homes, their wives and little ones, were in danger, and being invaded by 350 sleuth hounds of hell, they fought as only honest, free American citizens know how to fight, and they drove the armed thugs, thieves and murderers from the sacred soil of Pennsylvania, and the only pity is that the whole 350 murderous thugs were not met with hospitable hands to bloody graves.

Surely this will mark a dark and memorable epoch in the plutocratic history of America. It teaches us an object lesson which the laboring masses should not forget. It ought also to awaken to their senses the fairly well-to-do middlemen of our country—those who let events take care of themselves. Surely this will awaken them to action, and will they not join with the toiling masses to bring about a change?

As long as a certain class in this country are protected to the detriment of the many, and congress continues to belong to the classes and not to the masses of the governed, then we assert this most foul and unnatural murder at Homestead, Pa., on July 6, 1892, is only the beginning. For it may as well be written in letters of brass, that all may read, that the average American who is educated for the higher and nobler pursuits of life, and who loves peace and liberty, will never consent that the protected capitalist of America shall make a serf of him, and while this unfortunate circumstance will afford food for thought among the wage earners of America, it would be well for our legislators, congressmen and senators to stop and think and devise means to bring about a better feeling between capital and labor, and say to the classes—the American plutocrat: "You have timely notice served upon you that you must halt; you must and shall deal just and equitably with labor." Labor is the producer of wealth, and all that labor asks is a fair and equitable return for what it does, but when greedy capital reaches out

for 90 per cent, and demands and gets it, labor cannot and will not be satisfied.

We doubt if in all the annals of the history of governments a parallel to the Homestead case can be found. A foreigner, in a foreign country, planning and putting into execution a battle against honest, free Americans; doing what the governor of a state could not and dare not do—moving an armed body of men from one state to another. As a pretext for his villainy, he says he was afraid his property would be destroyed. Had he done no wrong and been an honest, law-abiding citizen, he would have had no fear of violence; but he knew, did this Baron Carnegie, that he had done wrong, and in far-off Scotland, ensconced in his castle, he trembled, for he knew full well he was a diabolical murderer.

We demand of the authorities of Pennsylvania that they at once indict Baron Carnegie for murder and then have our government extradite and bring him here for trial. The American people are not going to be at all satisfied with the trial of a few of the poor laborers and their conviction for killing the Pinkerton thugs, who were threatening their lives and their homes. It was a natural sequence. But if any of the laborers have violated the laws of the land they will surely get their punishment.

Heretofore it has been the custom of shrieking justice to pick up the poor devil of a laborer, try and convict him, and let the arch-fiend go free—the man who provoked the trouble and brought it on and who violated the law in the first instance, the rich man, the plutocrat. But in this case organized labor, which has been so grossly outraged by organized and protected capital, will see to it that Brute Carnegie is brought to justice, and as far as in their power blot out this foul charge that the laborers of Homestead are alone responsible for the murder of their own men and the sleuth hounds (Pinkerton detectives), by placing the full responsibility just where it belongs—at Baron Carnegie's door.

Never, no, never! will the American people be satisfied until Baron Carnegie has been indicted by a grand jury of Allegheny county and the baron criminal tried by a jury of twelve common, every-day American citizens for the crime of murder. Nor will the people, and especially the working classes, who number over 16,000,000, rest satisfied until congress passes a law preventing Pinkerton from using his murderers at will as an inter-state troop, and then let every state pass a law preventing the Pinkerton force from coming into the state, under penalty of fine and imprisonment.

We say in all candor that if the American capitalist would learn the lesson of honesty and fair

dealing when dealing with their employes, there would be an end to strikes, boycotts and such bloody scenes as disgraced our fair name as a law-abiding people. Then such a scene as was witnessed at Homestead, Pa., would never be reenacted. But if the law power folds its arms and rests itself on convicting a few of the poor laborers and lets the chief devils go—Carnegie and Frick—then may you look for a repetition of the dark deed of July 6th, and we venture the prediction that the laborers next to feel the heavy weight of plutocratic power will be the railway employes of America and Canada. It would be well for the railway employes of this country to fully understand this matter. It is full of food for thought.

And we say in conclusion that when the laboring poor of a country are grinding out their lives in squalid misery, the government is unjust and the fairly well-to-do middle classes are contemptible for tolerating so great a wrong to humanity, when it is in their power to change it.

Div. 175, Memphis, Tenn., Aug., 1892.

A Mexican Tale.

Pretty little Rita Garcia, the winsome, brown-eyed girl who was the belle of the Flower Market here, is dead. She, the sweetest flower of all, the darling of everyone who knew her, has drooped and faded away, and to-day lies very still and very peaceful amid great heaps and banks of roses and violets in the home of her widowed mother. Her gentle, soft, dark eyes are closed forever, and in her hands is a cluster of the beautiful white roses which in her life she loved so dearly. Everyone knew and loved little Rita. She was so kind and gracious and sweet to all that they could not have kept her from nestling in their hearts, if they had wished to do so.

For years, ever since she was a wee, wee girl, she has been early every day at the crowded and gay Flower Market under the shadow of the great cathedral on the Plaza de las Armas, with her flowers in huge baskets by her side, and she has arranged them with her nimble, dainty fingers so lovingly and so tastefully that her bouquets could be told at a glance from any of the others. Roses and violets and mignonette and heliotrope and lillies-of-the-valley were her wares; the selling of the less delicate and exquisite plants and blossoms she left to others. And so sweet and gracious was her manner to all her many customers, and yet so simple and unaffected, and so honest, that not one of the young gallants who daily bought their boutonnières from her but would have fought a duel in defense of her honor. Even the

old romes who are ever on the alert in this wicked old city for their prey, knew instinctively, it would seem, that she was not as the other flower girls, and that a bold compliment would have pained instead of pleased her. There was something about pretty little Rita that caused these not usually over-scrupulous Spanish gallants to be very respectful and careful in their manner toward her. Perhaps the fact that handsome young Manuel Perez, the parrot seller—he with the strong, brown bare legs and arms—was always lolling near at hand, with a graceful indolence suggestive of a dozing tiger, had some effect upon the ancient beaux; but that is not very probable, for the Mexican aristocrat cares little or nothing for the wretches of inferior caste who have to work for a living.

The Flower Market people knew, however, how strong was Manuel's love for Rita, and they knew, too, that he would have fought the finest of these gallants and died with a smile on his lips for her. Poor Manuel! Rita could not remember when she had not known him, looked up to him as a protecting brother, and felt the same affection for him as she would have felt if he had been her brother in reality. But that was all; she had no warmer feeling for him. Perhaps in time he might have gained her for his wife and she might have learned to love him; but it was not to be. She met another and a far different manner of man from Manuel, and to him she gave all the love of her heart.

There was a handsome, dashing Englishman in this city last winter. He was tall and athletic; his eyes were dark blue; his features were regular; he had a long and drooping blonde mustache and his manners were those of a man who had seen much of the world and had been all his life one of the "upper ten thousand." He lived at the Iturbide Hotel—formerly the palace of Mexico's first emperor—and he brought letters with him which at once admitted him to the houses of the most exclusive of the English colony at this capital. Indeed, his name would have been of itself an open sesame, for he was of a family honored and famous in the "right little, tight little isle" across the water. Wandering about the city shortly after his arrival—he was on a business mission connected with a great English syndicate—he found himself one morning in the Flower Market, and there his attention was attracted to a sweet-faced young girl with wonderful dark brown eyes, who sat in the midst of great heaps of fragrant roses and violets. He stared at her in such open admiration that she noticed it and her long lashes drooped and a flood of crimson swept over her cheeks. He bought some of her flowers but she did not meet his gaze again. The

next day he was there at the same hour and bought of her again, and this time spoke a few words to her, which she answered modestly in the low sweet voice which is natural to nearly all the women of this country, be they of high or low degree. The English stranger was amused and pleased. Here was by far the prettiest girl whom he had met or seen in his travels in New Spain. She was shy, too, and that gave an added grace to the beauty of her face and slight, exquisite form.

Without a thought at first, perhaps, of baseness, the handsome Englishman began to make love to the little flower girl as she had never been made love to before. He used all the arts which his continental travels and years of practice in London society had taught him, and in a short time he had won her heart. She loved the big, careless man with blue eyes, and she loved him with all the passion of her race. He was her lord, her king, her idol. She worshipped him, and he filled all her thoughts.

And when this man—this high-born English "gentleman"—found that he had gained sweet little Rita's heart, he coolly and deliberately set about to ruin her. Poor little girl! She loved him and she trusted him, and his task was an easy one. She thought that her hero—so big and strong, and grand—could do no wrong, and, in her innocence, she believed that he would really take her back with him to that country so far away across the sea, where she would be the darling of his heart forever. And he would marry her and she should bear him children and all would be happiness and love in their home.

Two weeks ago this wretched villain, this miserable scoundrel deserted his trusting little sweetheart and started back to England. He had finished his business here and he would go back to London and his affianced bride who was waiting there for him. He left a message and a roll of money for little Rita. He was too cowardly to see her and tell her he was going. He is by this time on the ocean, and is probably flirting with some lady of high degree to while away the tedium of the voyage.

When Rita received his message in the Flower Market, the day after he had gone, she gave one heart-breaking cry and fell senseless among her flowers. A great crowd of her sympathising countrymen and women gathered about her and after a little while she was carried to her mother's home, some streets away. There she remained, moaning and crying and calling upon the name of her recreant lover, until early this morning, when she sank into a deep and tired sleep from which her awakening was not in this world of sorrow and trouble.

Manuel has disappeared, no one knows wither. He drew his small savings from the Banco de Londres ten days ago and since then he has not been heard from. But there be some who know him well who say that he will be heard from some day, and when he is there will be a tragedy in high English circles, and there will be one heartless scoundrel the less in the world.

"If Calvin was wrong in his ideas of hell," said to me a bluff old Scotchman who has lived here for years and who knew little Rita well and her false lover slightly, 'if he exaggerated its horrors in the slightest degree, I am very sorry; for the contemplation of the burning pit, the brimstone, and the agony of the tortured souls is a great relief and refreshment to my mind sometimes."

The room where Rita lay to-day was filled with choicest flowers, sent by hundreds of her old friends, and all day long the people came—the rich and the poor alike—and laid their offerings there, and gazed with tear-dimmed eyes upon her sweet, calm face.

YOHONEY.

There have been two hundred and twenty-three patents issued by the United States to inventors of artificial human legs and arms, the first was Palmer in 1836 and the last to Marks only a few weeks ago. It hardly seems creditable that artificial limbs should be in sufficient demand to call for such mental activity, but the patent office records reveal the fact that a very large share of thought and ingenuity has been expended for the purpose of mitigating the disabilities of those who have been deprived of one or more of their limbs.

The artificial leg of 1846 was a tolerable substitute for its time, but the leg of to-day, with its accommodating rubber foot, is an indisputable evidence that great progress has been made in the artificial limb industry during the past half century. The house of A. A. Marks, 701 Broadway, New York City, is beyond doubt foremost in this branch of industry. The patrons of this house are legion and as widely distributed throughout the nations of the world as the patrons of the sewing machine or the American plow.

The members of the firm of A. A. Marks are all inventors, alive to the needs of the cripple, and every little while some new device of great worth is sprung upon the crippled world. The latest is that of the invention of the aluminum leg with rubber foot, especially designed for ankle and partial foot amputations. This invention will bring joy and relief to thousands who have suffered amputations in the ankle or in the foot, and who have heretofore been able to find only partial relief in a stuffed boot or a makeshift of

but little merit. The new invention supplies a perfect foot and restores the wearer to his full usefulness. Besides this it lifts the propriety of making amputations in or about the tarsus out of the pale of doubt. This invention has added another jewel to the diadem of excellence worn by this famous house.

Chronic Kickers.

Why is it that there are so many "chronic kickers" on all our lines of railroads?

I have asked myself this question a thousand times. I met a railroad conductor the other day, who is employed on one of the best lines of railroad, and he at once began to kick about his treatment by his superintendent. One would have thought to hear him talk that he was the worst and most abused man on the line. Kicks about his brother conductors; about how they run a train; tells how he would run it; and in fact tries to lead one to think that he was the only man who knew how to run a train or a railroad. I wondered if the road would shut down, and the company sell out their rolling stock and roadbed if this wonderfully precise man were to make up his mind to quit or should happen to die.

Now it strikes me that when an employé stands around on the street corners and abuses his officers to his co-laborers, and in the presence of strangers, that he surely is not a fit man to be in the employ of any great corporation. It seems to me that one such man could do any amount of damage to the interest of his company, and he surely does poison the minds of the younger branch of employés, who stand around and listen to his kicks, and in fact can do more real harm, than fifty good, trusty, reliable men can do good, for evil will take root and grow, where good will dry up and die out.

The constant grumble of a kicker causes me to wonder why all those other steady, hard workers are not always finding fault. They all speak so kindly of their officers. Is it because they are void of sense and can't discern the officers' shortcomings? or is it because they are too busy attending to their own duty to give their attention to other men's duties?

The public has one thing to be thankful for, that is that the "chronic kickers" are but few or they (the public) would lose all confidence in the managers of railroads, and be afraid to use them for freight, to say nothing of trusting life and limb on them.

Now, Mr. Kicker, if you will take a dose of mind-your-own-business every morning before going out, a little love for your fellow man at noon, and ask God to help you love your neighbor as you love yourself before you retire, it will, in a large degree, assist you to be respected and kindly thought of by every one, both your officers and your co-laborers, and the public, as well as yourself, will be benefitted.

A PASSENGER.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

The Engine.

Into the gloom of the deep, dark night,
With panting breath and startled scream;
Swift as a bird in sudden flight,
Darts this creature of steel and steam.

Awful dangers are lurking nigh,
Rocks and chasms are near the track;
But straight by the light of its great white eye,
It speeds through the shadows dense and black.

Terrible thoughts and fierce desires
Trouble its mad heart many an hour,
Where burn and smoulder the hidden fires;
Coupled ever with might and power.

It hates as a wild horse hates the rein,
The narrow track by vale and hill;
And shrieks with a cry of startled pain,
And longs to follow its own wild will.

Oh, what am I but an engine shod
With muscle and flesh by the hand of God,
Speeding on through the dense, dark night,
Guided alone by the soul's white light?

Often and often my mad heart tries,
And hates its way with a bitter hate,
And longs to follow its own desires,
And leaves the end in the hands of fate.

O! ponderous engine of steel and steam;
O! human engine of flesh and bone—
Follow the white light's certain beam—
There lies safety, and there alone.

The narrow track of fearless truth,
Lit by the soul's great eye of light,
O, passionate heart of restless youth,
Alone will carry you through the night.

—Ella Wheeler Wilcox.

My Own.

Serene I fold my arms and wait,
Nor care for wind or tide or sea,
I rave no more 'gainst time or fate,
For lo! my own shall come to me.

I stay my haste, I make delays,
For what avails this eager pace?
I stand amid the eternal ways,
And what is mine shall know my face.

The waters know their own and draw
The brook that springs in yonder height,
So flows the good with equal law
Unto the soul of pure delight.

The stars come nightly to the sky,
The tidal waves unto the sea,
Nor time, nor space, nor deep, nor high,
Can keep my own away from me.

—John Burroughs.

MISSISSIPPI, July 1, 1892.

Editor Ladies' Department:

Only a short time since I joined the happy band of railroaders, and I must say that I find them God's noblemen. Brave, kind-hearted and true, the qualities that go to elevate and make perfect manhood. Last year I attended the annual convention of that grand and glorious O. R. C., where I was initiated into the world of railroad people, and where are there in this wide, selfish world of ours a class of people truer to each other? Instead of being thrown among strangers, as I anticipated and dreaded, I met dear, kind friends, whom I learned to love very dearly. Truly at such a gathering I found no north, no south, only a grand handclasp of eternal friendship. I am sorry to see no correspondence from the south and ashamed to see so little interest manifested by our southern sisters. However, I shall start the "ball rolling," and hope to have others join me, proving that we love the cause, so dear to our husbands' hearts, as well as our

dear northern sisters, although we are a little timid and backward. I take great interest in reading of the Ladies' Auxiliary, and, though there is no society near me, still I hope some day to cast my interests with this band of noble Christian workers. Sincerely, MAT.

COLUMBUS, O., July 14, 1892.

Editor Ladies' Department:

Now that we have retired as President of the Auxiliary we by no means are any the less interested in its welfare, and on the strength of this will again pen a few lines to THE CONDUCTOR, hoping it will find favor with the editor and not be unnoticed by the reader.

Our fourth annual convention convened in Philadelphia, June 14th, and it is on this subject we wish principally to speak. As we have been present at all the previous sessions of the Grand Division of the Auxiliary, we are safe in saying that on no occasion was as much business transacted, as much interest manifested, and so large an attendance, as the one in question, which is proof evident the Auxiliary is slowly but surely wielding her influence and will soon be on an equal footing with her sister organizations.

To us the convention was one of satisfaction and pleasure, the memory of which will ever be fresh in our mind.

Immediately before the close of the convention we were called on to participate in a surprise, the nature of which called forth every tender emotion of our heart in so much that we were unable to control our feelings and found it impossible to respond, and in consequence will take this opportunity to thank each and every Division for the exquisite little silver and gold souvenir spoons with which they presented us, and assure them that while the spoons are beautiful and we shall always appreciate them in the spirit in which they were given, yet we have within us a tender recollection that will outlive silver and gold.

To say our stay in Philadelphia (with our home at Sister Moore's) was one of great social pleasure, is by far too mild an expression; indeed, words fail to express what it was ours to enjoy. Enough cannot be said in praise of the Sisters and Brothers of Philadelphia and Camden, N. J. They did not only give us Philadelphia and all it contained, but the whole surrounding country within a radius of one hundred miles. Everything was ours to enjoy and we took full possession, and on leaving carried with us fond memories that will ever linger in our hearts and perish only when we perish.

On leaving Philadelphia in company with the conductor who has looked after our welfare for

the past twelve years, and with Sister and Brother Higgins, we started for Oneonta, N. Y., to institute another Division of our Auxiliary, and found on arriving one of the prettiest little cities it has yet been our privilege to see, and people equally pretty, so to speak, for we were so pleasantly entertained while with them. Before leaving we saw Golden Rule Division No. 21 duly installed and well officered. Here the Brothers are like the Philadelphia Brothers, all members of the Auxiliary, and as Brother Gurney was the first to take the degree he can testify to its merit.

On our way home we stopped at Baltimore, Md., and it was our intention to institute a Division here also, but through some misunderstanding the ladies were not quite prepared, and as it was impossible for us to remain a day longer, we gave the matter into the hands of Sister Wiltse, of Philadelphia, Grand Vice President, who is an able officer and will give the ladies of Baltimore all the attention possible.

On arriving at our home we found awaiting us a very interesting letter from Brother Harrington, formerly of Columbus, but now of Butler, Ind., stating that the ladies of that city had about perfected the organization of a Division, with sixteen charter names, and were very anxious to be instituted. This we immediately referred to Mrs. J. H. Moore, of Toledo, who is now the President of the Order. Sister Moore has our blessing and an earnest wish that success may crown her every effort. During the years we had the honor of being President of the Order it was such a hand-to-hand battle we were obliged to fight, and such continued up-hill work, that we felt all our supply of original matter was indeed exhausted, and when seeing the Order where it is our pride, we cheerfully and gladly lay down the work, to be taken up by another whose ideas are fresh, whose ambition is not lacking, and who will spare nothing to make the future of the Auxiliary a success.

And last, but by no means least, we wish to thank the Order universal, each and every member, for their kindness to us while President, and for their wish that we should serve in the same capacity another term, and assure them, while their interest is still our interest, yet our heart says:

"O, hands that weak or strong,
Have had to serve and rule so long,
Have always done our best,
We who so much with book or pen
Have toiled among our fellow-men,
Are weary, let us rest."

MRS. CHAS. RAGON,
Past Grand President.

Why We Have Leap-Years.

But, to return to our leap-years, why is it that there have to be such years—that all our years are not of the same length? It arises from the fact that the year does not consist of an exact number of days. The length of the day and that of the year are the measures of the motions of the earth. The globe we live on moves in two ways. It turns itself round like a spinning top, and at the same time it goes steadily forward like a bullet shot from a gun. It turns itself once completely round in twenty-four of our hours as shown by the clock; this amount of time we call a day. Its forward or onward motion carries it round the sun in a path that is nearly a circle; the time it takes to go completely around we call a year. The first motion gives us day and night following each other in turn (the word "day" here having now a different meaning—namely, not twenty-four hours, but the time of daylight). The second motion gives us days (that is, periods of daylight) growing gradually longer and then gradually shorter, one end of the earth turning more toward the sun for half of the time and the other end for the other half; and this brings us summer and winter and the other seasons. Now the length of the year is found to be nearly $365\frac{1}{4}$ times the length of the day of twenty-four hours; that is, the year is 365 days long and nearly six hours more. It is these six hours that give us our leap-years, and it is in the "nearly" that we find the reason for 1900 not being one of their number.

Seven Years Without a Birthday.

A Scottish clergyman who died nearly thirty years ago, Mr. Leishman of Kinross, used to tell that he had once been seven years without a birthday. The statement puzzled most who heard it. They could see that, if he had been born on the 29th of February, he would have no birthday except in a leap-year. But leap-year comes once in four years, and this accounts for a gap of three years only; their first thought would therefore naturally be that the old man, who in fact was fond of a harmless jest, was somehow jesting about the seven. There was, however, no joke or trick in his assertion. At the present time there can be very few, if there are any, who have this tale to tell of themselves, for one who can tell it must have been born on the 29th of February at least ninety-six years ago. But a similar line of missing dates is now soon to return; and indeed there are no doubt some readers of this page who will have only one birthday to celebrate for nearly twelve years to come.

The solution of the puzzle is to be found in the

fact, which does not appear to be very widely known, that the year 1800 was not a leap-year and 1900 will not be. The February of the present year had twenty-nine days; but in all the seven years intervening between 1896 and 1904, as well as in the three between 1892 and 1896, that month will have only twenty-eight.—*Rev. Geo. McArthur in April St. Nicholas.*

Ice Cream.

Do you like it? Do you make it? If not, why not? It can be done very easily and with much smaller expense than one can buy it. A few pounds of ice pounded fine (that is in pieces no larger than a walnut) and mixed with common coarse salt, a water pail, another smaller one, a tablespoon, and the prepared "cream" are the only essentials. It is not necessary to have thick cream; indeed, but very little cream with the milk is needed. One quart of milk with the cream from another quart will do nicely, or in smaller proportions if not wishing to make so much. A good mixture is: One scant cup of sugar to one quart of milk and cream, one egg, and half a teaspoonful of vanilla or lemon. Put all in the smaller pail, and after putting a layer of the ice and salt in the larger pail set it in, filling around the sides with the ice and salt also. By turning the small pail around and stirring the cream with a spoon at the same time, one can make ice cream as good as can be bought and at much less expense. It takes half an hour or so, but fully pays one for the trouble.

Cream Nectar.

A good substitute for soda water is made as follows: One pound white sugar and one pint of water, boil well; white of an egg beaten and mixed with one tablespoonful of flour; stir into the hot syrup, let cool and add one ounce tartaric acid. Take of this mixture one teaspoonful, put into a glass, adding about three tablespoonfuls of water and a little soda and vanilla or other flavoring, stir and drink quickly. If you are a lover of soda water you will like this. Some like it better.

No doubt the aptly worded verse at the close of Sister Ragon's letter fully expresses her feelings regarding the laying down of her duties as Grand President of the Ladies' Auxiliary; but we shall not expect her to be able to "rest" so completely as to not feel it necessary to her own happiness, as well as that of our readers, to pen us a letter once a month.

Why do we not hear from "Jean Hunt" of late? Also, what has become of "Belle."

STREATOR, June 30, 1892.

Editor Ladies' Department:

I wish to offer my sincere and heartfelt thanks to the members of Divisions 89 and 186, for their great kindness and assistance shown me in my great bereavement and trouble; kindness which can never be forgotten. May success and prosperity attend all your efforts.

MARY W. CURTIS.

JUNE 24, 1892.

Editor Ladies' Department:

It has always seemed strange to me that the California Cold Process has not come into as general use all over the United States as it has in California, for it is undoubtedly the only way there is of keeping fruit perfectly fresh and healthy. I have used this method for years, and would not willingly be without the recipe. It is not patented, and there is nothing to prevent any family using it. It consists of the compound extract of salyx, a compound prepared especially for preserving fruits and vegetables. It is as harmless as sugar, and a dollar's worth will put up twenty-five gallons. It keeps fruit perfectly natural; just as it was when picked.

MRS. A. C. JENKINS.

People that speak of something being wrong with the churches of to-day, are often asked the question, "Do you think the world would be better off without the churches?" "Oh, no," almost invariably follows. Also a confusion of ideas that forbid definite expression of what one "does really think." The following from the *Chicago Evening Journal* puts it in plain, sensible and forcible language:

"It has come to be pretty well understood in these latter days that the religion of Christ is not practically taught in many of the so-called Christian churches. Something is taught there which perhaps does no harm; on the contrary, it probably does much good. The vice of it all is, however, that this sort of thing keeps the perceptions of church members hopelessly obtuse. Even modern Christianity, however, dimly related to the religion of Christ, is a very good thing. It fosters propriety and is the conservator of a conventional morality. Further than this, it furnishes a home for sacred meditation, devout thought and religious passion. Not that all who frequent the churches undergo the experiences indicated by those words; but such as do cherish them often find in the church the best opportunity for their exercise. Nobody can imagine that if Jesus returned to earth in the spirit of his first mission he would have much but scorn for the

weekly performances in a fashionable church. Rev. Mr. Haney is quite right when he says that the founder of the professed religion of to-day was a common man. To the aristocracy of his day, with its refinements and its delicacy, and its exclusiveness, he manifested an intense aversion. Children are taught that the Jews who rejected Jesus committed the blackest of crimes. Parents imagine him returning to earth in white apparel, and think they would hail him with rapturous joy, little dreaming that if Jesus returned to confront the modern church with the teachings of those Judean days he would be spurned as a disreputable agitator or imprisoned as a madman. Conventional respectability can never accept Jesus; he is an outcast now, as he was in the days of his earthly life."

And yet Christianity, so-called, demands universal recognition. When will the world learn common sense.

—————
"After Many Days."

The readers of the *Home Journal* will no doubt be surprised at the date of the following communication from Sister Rouse, as was the editor when he received it on the 30th of June. However, as the matter is most excellent, even if too late for portions to be effective, we give it in full, changing nothing.

GRAND RAPIDS, Mich., April 30, 1892.

Dear Home Journal:

After numerous cares and anxieties which one undergoes while making a change of residence (to say nothing of having a case of genuine old la grippe thrown in) we find ourselves at last most pleasantly located in southern Michigan, in the beautiful city of Grand Rapids, where we shall always hope to make our future home, and once more we take great pleasure in presenting ourselves to the many readers of the *Home Journal*.

Have you ever experienced an ordinary May-Day move, kind friend? Changed your residence from one street to another in a city? If so, your sympathies certainly extend to those who have bid their native state, kindred and friends a most reluctant adieu and journeyed over four hundred miles to a new home among entire strangers.

Our experience in moving from Iowa to Michigan I imagine would equal the story of Mark Twain's description of the removal of "Squire Hawkins" and family from east Tennessee to the state of Missouri, but we refrain from the infliction of such a punishment upon our readers at the present time.

My husband accepted a position with the Chicago & West Michigan railroad January 1, and was assigned a train from Grand Rapids to New

Buffalo, a distance of one hundred and fifteen miles, almost entirely along the east shore of beautiful Lake Michigan and right through the great Michigan fruit belt, which our California friends would hardly believe existed. And after seventeen years in the train service my husband can truthfully say "Eureka!" (I have found it) and we feel thankful that our lot has been cast in such a delightful country.

We have often heard it said: "Long live Michigan, the peninsular state!" which in the language of the Indian means the beautiful land, with its grassy plains and fragrant shrubs, with its numerous picturesque lakes and clear winding streams, with its garniture of honeysuckles, jessamine, wild roses and violets; its beautiful native timber, its inexhaustible quarries of fine building stone, its delicious fruits, and as being the most famed country in North America in the manufacture of fine furniture.

What would the old Indian chief of the long years ago say if he could look to-day upon the teeming millions of beings developing this beautiful land, comprising a country of unrivaled beauty watered by numerous creeks and rivers and traversed by a network of railroads whose shipping facilities and rapid transportation are equal to any in our United States, opening up its great resources to Lake Michigan on the west and to Lake Erie on the east, and only five hours' travel by rail to the city of Chicago, the most noted city on the continent—a city on which the mind of a whole world is now centered.

Could you imagine, dear reader, any place more desirable for a residence than southern Michigan? And we must say again, with emphasis, that we are indeed glad that our lot has been cast not only in such a delightful state, but also in a city of such intense loveliness as we have found Grand Rapids, of furniture fame, of which we had often heard, but never of course fully realized its magnificent beauty nor the capacity of its immense and numerous factories until we have since become resident of the same, and any attempt at a description would be useless. They must have a personal visit and inspection to form any conception whatever of their amazing proportions.

We have also found here excellent schools and churches of all denominations, which are proud monuments of the intelligence, culture and refinement of a most prosperous people, and how extremely essential are these necessities to those rearing a family.

Beautiful streets and rapid transit throughout the city and to all suburban points—to lovely lakes and enticing parks—affords one an excel-

lent opportunity of spending a few hours of pleasure any day during the summer season. In fact, the whole state of Michigan puts on her outing attire about the middle of June, and then recreation and pleasure are lavished forth by the square acre until about the middle of September. The Chicago & West Michigan railroad is a veritable summer resort from one end of the system to the other, as no line of road, to our knowledge, in America, can boast of as many places for those seeking recreation and health during the summer as this line. Thirty-two miles south of Grand Rapids, beautifully situated on the east shore of Lake Michigan, and on direct line of this road is the famous summer resort, Ottawa Beach, which seems to be a general favorite with thousands of people during the outing season. Elegant hotels, equipped with all modern improvements, have been erected here at great expense, and the beach is among the most delightful that can be imagined. There are resorts for the very wealthy, and for those in moderate circumstances, for those on a salary and for those that have nothing. The poor as well as the rich can have their share of free bathing and fishing in the entrancing lakes and streams of this beautiful state. Then there is the resort for the very select party of gentlemen who love to don their worst suit of clothes and steal away from family and business cares for a week of solid enjoyment with the speckled beauties so abundant in various lakes and streams in this country. They smoke their cob pipes and swap yarns, and fish and eat, perfectly unconscious of the outside world. No ladies are admitted here, because the gentlemen who frequent this resort generally are those who wish a week's pleasure all to themselves, and do not care to mingle with costly laces and jewels. And so on we might write column after column on Michigan, but as we must mix up a bit of auxiliary news in this letter will finish Michigan and the famous resorts at some future time.

The national convention of L. A. to O. R. C. convenes in the Quaker city of Philadelphia, Pa., June 10, 1892, and we learn that already extensive preparations are being made by Philadelphia lodge to entertain in grand style all delegates and visiting members who may be fortunate enough to attend. Each subordinate division will be represented and a very interesting session is anticipated by all. This comparatively new organization has grown with astonishing rapidity, especially during the past year, and at the present almost every month records the organization of a new division in some portion of the United States. During the past six months there have been new charters opened at the following places: Ottumwa,

Ia., De Soto, Mo., St. Louis, Mo., Galesburg, Ill., St. Joe, Mo., Des Moines, Ia., Andrews, Ind., Cleveland, O., Wilkesbarre, Pa., etc. Benevolent Division No. 17, of St. Jo, Mo., was organized by Mrs. G. M. Loughridge, Western Deputy Grand of Creston, Ia., and most ably assisted by the ladies of her division. Loyalty No. 2 of Creston and twenty charter members was the result of this meeting. Excelsior division of Des Moines, Ia., was also organized by Deputy Grand Mrs. G. M. Loughridge, ably assisted by the ladies of her division and also of Ottumwa division.

The Wilkesbarre division was organized by Eastern Deputy Grand Mrs. C. L. Springer, of Philadelphia; while Bethlehem division of Cleveland was organized by Grand President Mrs. Charles Ragon, with forty-five charter members. Leap Year division of Andrews, Ind., organized on the 29th of February by Mrs. Ragon, ably assisted by the officers of Erie division No. 16, of Huntington, Ind., is another flourishing division. And this has been indeed a very prosperous year for this grand organization, and much of the progress of the L. A. to O. R. C. is principally due to the faithful service of Grand President Mrs. Charles Ragon, of Columbus, O., who has now served a third term of most fruitful labor in this good work, and we hope that she may be the unanimous choice of the convention at Philadelphia in June next for a fourth term. She has certainly brought the auxiliary up to that high standard so essential to the workings of a perfect organization. Her untiring zeal and constant labor combined with all the true womanly graces have endeared her to every member of the auxiliary throughout the United States, and in her own home city she is loved and respected by all. No doubt is entertained whatever but that she will be re-elected for a fourth term if she can be induced to allow her name to come before the convention. There is no one who understands so thoroughly the workings of the order, or could so successfully fill the grand presidential chair of this flourishing organization as Mrs. Charles Ragon. Let every member of the auxiliary who possibly can attend the convention in June and try to make it the most interesting yet held.

We hope to hear of a number of our western friends as visiting members. And last, but not least, we assure you we hope to see the glad tidings that Mrs. W. E. Higgins, of Columbus, is also the unanimous choice of the convention as grand secretary and treasurer, and that Mrs. Brown, of Elkhart, Ind., may be re-elected to the grand vice presidency. With three such intelligent and cultured women at the head of the auxiliary its growth will certainly be a continued success. So mote it be. More anon

CLARA B. ROUSE in *Home Journal*.

How He Was Subdued.

It may be that some of the married folks who read the *THE CONDUCTOR* will find a lesson for the husband and amusement for the wife, in the following humorous sketch from the *Brooklyn Eagle*:

"My dear," said Mr. Spoopendyke, feeling up the chimney, "have you seen my gold collar button?"

"I saw it the day you bought it," answered Mrs. Spoopendyke, cheerily, "and I thought it very pretty. Why do you ask?"

"Cause I've lost the measly thing," responded Mr. Spoopendyke, running the broom handle up into the cornice and shaking it as if it were a carpet.

"You don't suppose it is up there, do you?" asked Mrs. Spoopendyke. Where did you leave it?"

"Left it in my shirt. Where do you suppose I'd leave it—in the hash?" and Mr. Spoopendyke tossed over the things in his wife's writing desk and looked out of the window after it.

"Where did you leave your shirt?" asked Mrs. Spoopendyke.

"Where did I leave my shirt? Where do you suppose I left it? Where does a man generally leave his shirt, Mrs. Spoopendyke?"

"Think I left it in the ferryboat? Got an idea I left it at prayer meeting, haven't you? Well, I didn't. I left it off, Mrs. Spoopendyke, that's where I left it. I left it off. Hear me?"

And Mr. Spoopendyke pulled the winter clothing out of the cedar closet that hadn't been unlocked for a month.

"Where is the shirt now?" persisted Mrs. Spoopendyke.

"Where do you suppose it is? Where do you imagine it is? I'll tell you where it is, Mrs. Spoopendyke, it's gone to Bridgeport as a witness in a land suit."

"Idea! Ask a man where his shirt is! You know I haven't been out of the room since I came home last night and took it off."

And Mr. Spoopendyke sailed down stairs and raked the fire out of the kitchen range, but didn't find the button.

"Maybe you lost it on the way home," suggested Mrs. Spoopendyke, as her husband came up, hot and angry, and began to pull a stuffed canary to pieces, to see if the button had got inside.

"Oh yes! Very likely! I stood up against a tree and lost it. Then I hid behind a fence so I wouldn't see it. That's the way it was. If I only had your head, Mrs. Spoopendyke, I'd turn loose as a razor strop. I don't know anything sharper than you are."

And Mr. Spoopendyke got up in a chair and

clutched a handful of dust off the top of the wardrobe.

"It must have fallen out," mused Mrs. Spoopendyke.

"Oh! it must, eh! It must have fallen out! Well, I declare. I never thought of that. My impression was that it took a buggy and drove out, or a balloon and hoisted out," and Mr. Spoopendyke crawled behind the bureau and commenced tearing up the carpet.

"And if it fell out it must be somewhere near where he left his shirt. Now he always throws his shirt on the lounge and the button is under that."

A moment's search established the infallibility of Mrs. Spoopendyke's logic.

"Oh yes! Found it, didn't you?" panted Mr. Spoopendyke, as he bumped his head against the bureau and finally climbed to a perpendicular.

"Perhaps you'll fix my shirts so that it won't fall out any more, and maybe you'll have sense enough to mend that lounge, now it has made so much trouble. If you only tended to the house as I do to my business, there'd never be any difficulty about losing a collar button.

"It wasn't my fault!"—began Mrs. Spoopendyke.

"Wasn't, eh! Have you found that coal bill you've been looking for since March?"

"Yes."

"Have eh! Now where did you put it? Where did you find it?"

"In your overcoat pocket."

Our Sons and Daughters.

My Neighbor Jim.

Everything pleased my neighbor Jim;

When it rained

He never complained,

But said wet weather suited him;

"There's never too much rain for me,

And this is something like," said he.

When earth was dry as a powder mill,

He did not sigh

Because it was dry;

But said if he could have his will

It would be his chief, supreme delight

To live where the sun shone day and night.

When winter came, with its snow and ice,

He did not scold

Because it was cold;

But said: "Now, this is real nice;

If ever from home I'm forced to go,

I'll move up north with the Eskimo."

A cyclone whirled along its track

And did him harm—

It broke his arm,

And stripped the coat from off his back;

"I would give another limb

To see such a blow again," said Jim.

And when at length his years were told,

And his body bent

And his strength all spent,

And Jim was very weak and old,

"I long have waited to know," he said,

"How it feels to die;" and Jim was dead.

—*The Myrtle.*

Golden Keys.

A bunch of golden keys is mine,

To make each day with gladness shine.

"*Good Morning!*" that's the golden key

That unlocks every day for me.

When evening comes, "*Good Night!*" I say.

And close the door of each glad day.

When at the table, "*If you please,*"

I take from off my bunch of keys.

When friends give anything to me,

I'll use the little "*Thank you!*" key.

"*Excuse me,*" "*Beg your pardon,*" too,

When by mistake some harm I do.

Or if unkindly harm I've given,

With "*Forgive me,*" key I'll be forgiven.

On a golden ring these keys I'll bind,

This is its motto, "*Be ye kind,*"

I'll often use each golden key,

And so a happy child I'll be.

—*Scattered Seeds.*

The Goat Story.

We went into the country

On the fourth day of July,

And indulged in varied pastimes

As the hours flitted by.

We had a splendid see-saw,

Across a splendid cask,

And thought the whole arrangement

Was all that we could ask.

But when we goats attempted,

To balance, with the pig,

We found that he could give us

A most amazing ig.

The pig declared that *two* of us,

To *one* of him was fair,

But when we tried to teeter,

We flew into the air.

And, get us back again to earth
 We simply could not do.
 The pig just sat and laughed at us,
 And other pigs laughed too.
 It was no jol'y joke to us;
 The memory makes us cry.
 It took the pleasure all away
 From Fourth day of July.
 And now we would advise you all,
 If see-saw is your pride,
 To bid farewell to fun, if pig
 Gets on the other side.

E. M. B. in *The Myrtle*.

That's the Way!

Just a little every day,
 That's the way
 Seeds in darkness swell and grow,
 Tiny blades push through the snow.
 Never any flower of May
 Leaps to blossom in a burst.
 Slowly—slowly—at the first.
 That's the way!
 Just a little every day.

Just a little every day,
 That's the way!
 Children learn to read and write,
 Bit by bit, and mite by mite.
 Never any one, I say,
 Leaps to knowledge and its power.
 Slowly—slowly—hour by hour.
 That's the way!

Just a little every day.

—*Ella Wheeler Wilcox in June St. Nicholas.*

"Roy's Wheel."

FOR THE RAILWAY CONDUCTOR.

Roy Dayton was the only son of Conductor Dayton. Only son, but not the only child, for Roy had three big sisters and one wee little one. If only he could have had a safety he would have been quite content, even if he had no brother to share his boyish aspirations and disappointments. But the safety seemed out of question. The three older sisters were trying to educate themselves in music as well as the common branches of knowledge. Vacation was almost gone, now, and the pet idea that Roy had cherished so long, that maybe he could earn the money for one (that he knew of for sale "cheap as dirt," he said,) was fast losing hold on his bump of hope. "Can't even run errands like Tommy Fry and the other boys," he said, "cause Nellie (that was baby sister) wants me most constantly with her. Here 'tis the last of August and I haven't even went a 'round trip' with papa, let alone having to give

up that safety. Billy says might 'bout as well give it away, too—only ten dollars—and it was cheap at forty only a year ago. Wish my folks were as rich as his,"—and here Roy paused. "Why his father is a conductor just like mine, and here I can't even afford a second hand wheel, let alone buying a hundred dollar one. That was just what Roy was thinking when little sister Nell came around the corner of the house calling, "Woy, Wov, wha-e a-h you?"

Nellie could not sound "r" and almost always Roy was pleased with her baby talk, but not this morning. He never looked up, but went on thinking. "I've got most five dollars and just think, Tommy Fry has earned pretty near that much running errands. He has no little sister to stay at home for. Nellie, why don't you go to mama, always tagging me everywhere;" and Roy looked so savage that Nellie began to cry. And what do you think happened just then? Why, just when Roy felt so out of sorts and disagreeable, he looked down the street and there came that same fortunate Tommy Fry with Billy Higgin's wheel, and Roy knew he bought it, for Tommy had said just the night before that he had a notion to take his savings and put it with his "errand" money and buy that safety. And surely enough he had. Roy didn't stop to meet Tommy; it was too much for him to bear. And pushing Nellie from him, he ran around back of the house as fast as he could, and just in time, for Tommy was right there in a second. But he had seen Roy, and now called to him rather loudly, Roy thought. He did not have time to answer, though, before he called the second time, louder than before, at the same time letting his wheel fall to the paved walk. Roy went around there then, and what do you suppose he saw? Tommy just pulling baby Nell out of the tub of water that Roy had been sitting over when he jumped and ran. In falling into the water Nellie had lost her breath, and to Roy's excited imagination she appeared to be dead. He caught her up in his arms and said, with a fearful calmness, "call mama." Nellie caught her breath just then and when mama came running out she found Roy sobbing and talking to Nellie about the "mean old wheel; he didn't want one anyway. Never wanted to see one again." Mama said, "Did the wheel run against her and push her into the tub?" Tommy said, "no;" but Roy said dryly, "I guess it did;" then laughed through his tears with joy to think that his darling little sister was his to care for yet.

Mama seemed to understand something about it. She took Nellie in to put some dry clothes on her and Roy went, too.

Tommy picked up the unfortunate wheel that

had caused Roy so much sorrow and took it home to Billy, for he had not bought it, after all; said "he'd rather save his money for a pony."

Roy was so pitifully tender of Nellie the rest of the day that the big sisters and papa, who had come home soon after the "tub bath," noticed it, and asked mama about it. Mama could not tell just what it meant. After little Nell was fast asleep she called Roy to her and asked him what he meant by saying the wheel pushed sister into the tub, and Roy her told all about it; how he wanted to buy Billy's wheel so much, and ended with saying, "and just think, mama, I almost lost Nellie by my wanting that wheel so much;" but added, "I don't want the old thing now, anyway. I'm sure Tommy is welcome to it." Mama kissed him, saying softly, "Sister is worth more than all the wheels in the world, isn't she, Roy?"

Roy said, boy fashion, "You bet she is," and went out to look after his rabbits.

Mama had a long talk with papa and the girls, and afterwards papa took his hat and went out. When he came back a short time afterwards he was wheeling the safety, "cheap as dirt," along beside him. Mama and the three big sisters seemed to be expecting it, too, for they all called Roy at the same time and with such shrill voices that it brought Roy running to see what was the cause of such a commotion. When he saw the wheel he did not know whether to look glad or sorry. Papa said come here, you rascal, and let us see you ride; and thanks to Billy's kindness in letting him learn to ride, he was able to show off to quite a good advantage.

Roy soon dismounted, though, and leaving the long-coveted safety by the gate, ran around the corner of the house, partly to see if Nellie was awake and partly to give vent to his feelings. He did not ride much for the first few days and not once then out of sight of "little sister," when she was awake, standing on the block throwing kisses from her tiny finger tips to him. Roy did not ever forget how much dearer "she" was than all the wheels in the world.

STRANGE COMPANIONSHIP.

A Cow, a Horse and a Pig Form a Close Co-partnership.

A notable instance of this oddity came under the writer's notice once upon a time on a ranch that was largely devoted to stock-raising, says the *San Francisco Chronicle*. Cattle, horses and hogs were kept in large numbers and allowed to run at will upon the range. One day in riding over the mesa an oddly assorted trio was found in a locality at a considerable distance from any other ani-

mals. The trio was made up of a cow, a horse and a pig and all three were feeding side by side in the most amicable manner. At first it was thought to be nothing more than a coincidence that the three members of different families should happen to be together, but subsequently it turned out that this trio had evidently set up an alliance offensive and defensive against all the other animals on the range. They were always together. It was a comical sight to see the oddly assorted trio traveling over the range. The horse usually took the lead, with the cow next, and the pig last of all. Occasionally the horse looked around to see if his porkship was keeping up, and if he fell behind a halt would be made to allow him to come closer. When feeding the pig was just as apt to put his snout down by the horse's or cow's mouth and endeavor to snatch the grass from between their teeth as to graze on his own hook. One could almost see in the countenances of the larger animals a half humorous, patronizing air as they regarded their diminutive companion, while the pig, on the other hand, walked with a bullying swagger and a self-confident air, for all the world like a youngster who trots along by the side of his "big brother," in the full assurance that all his battles will be fought for him.

Where Is God?

"Oh, where is the sea?" the fishes cried,

As they swam the crystal clearness through,
"We have heard of old of the ocean's tide,

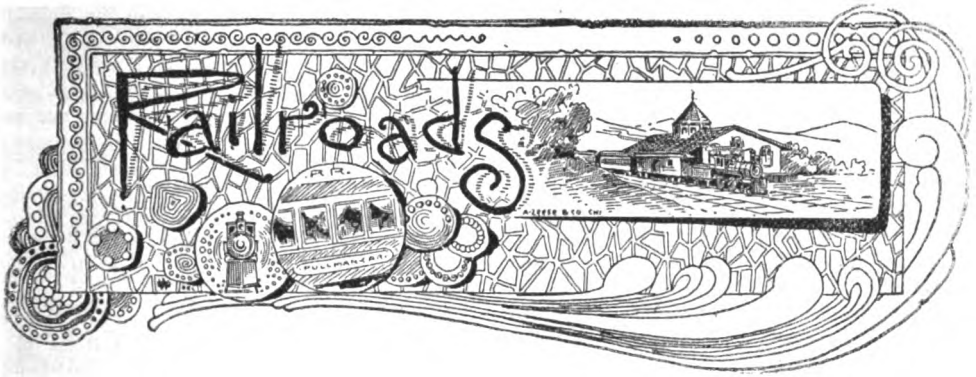
And we long to look on the waters blue,
The wise ones speak of the infinite sea;
Oh, who can tell us if such there be?"

The lark flew up in the morning bright,

And sung and balanced on sunny wings;
And this was its song:—I see the light,

I looked o'er a world of beautiful things;
But flying and singing everywhere,
In vain I have searched to find the air.

No doubt if you really believed that the little fishes and larks did ask such needless questions, you would call them very foolish, and so it would seem, but yet people ask, where is God? when they are living in God all the time, and as "God is life," wherever you see the expression of life you see the expression of God. Wherever you see love, you see the expression of God, for God is love. All things in this visible world are the thoughts of God expressed. Yet, like the fishes that swim in the sea, and the larks that fly through the air, and yet are in search of the elements they move in, so we often search for God in vain, because we have not the "inner sight" that reveals to us the "truth" that "in Him we live, move, and have our being."



COLORADO MIDLAND SCHEDULE.

ARTICLE I.

SECTION 1. Passenger crews will be paid at the rate of—conductors \$130, and brakemen \$85 per month, on runs consisting of mountain and valley mileage; and on runs consisting of valley mileage only, conductors \$125 and brakemen \$70 per month.

SEC. 2. Crews on suburban trains, making one round trip per day between Colorado Springs and Florissant or intermediate points, will receive valley mileage pay. When more than one trip is made, conductors will receive \$130 and brakemen \$80 per month.

ARTICLE II.

SECTION 1. When suburban train crews make more than one round trip per day, yardmen will take the backover train to and from Colorado Springs, morning and evening, if yard crew is on duty at Colorado City.

SEC. 2. Services rendered by assigned crews, outside of their regular runs, will be paid extra at the regular rates for class of service performed.

ARTICLE III.

SECTION 1. Freight crews on first division will be paid at the rate of—conductors 4.4 cents per mile, and brakemen 3.3 cents per mile.

SEC. 2. Fifty miles will be allowed for the following round-trip runs: Colorado Springs or Colorado City to Mile Post No. 24, and including all intermediate points and spurs; Leadville or Arkansas Junction to Mile Post No. 113, and including all intermediate points and spurs. Fifty miles additional will be allowed when crews are required to do the work at the Quarry Spur, on one of the above-named trips.

SEC. 3. On fifty-mile trips, crews will stand first out on their arrival.

SEC. 4. One hundred miles will be allowed for the following round-trip runs: Colorado Springs or Colorado City to Mile Post No. 25, and including all intermediate points and spurs to Mile

Post No. 50; Leadville or Arkansas Junction to Mile Post No. 88, and including all intermediate points and spurs to Mile Post No. 113.

SEC. 5. Crews shall receive actual mileage for all short doubles on the road.

SEC. 6. The crew known as the Florissant Hill crew will receive—conductors \$115 and brakemen \$80 per month; overtime as per Section 1, Article IV, after twelve hours.

SEC. 7. Work-train and wrecking crews will be paid at the rate of—conductors \$115 and brakemen \$75 per month; and overtime after twelve hours, conductors 35 cents and brakemen 25 cents per hour. Calendar working days in month to constitute a month's work. When a crew is ordered for work-train service, five hours or less will constitute one-half day's work; over five hours one day. Should a crew be ordered to move at night, outside of their working hours, they will be paid regular mileage. Regular mileage will also be paid to or from their work if commercial freight is hauled. Freight crews in snow-plow or flanger service will receive freight-train schedule pay.

SEC. 8. Freight crews running special or excursion trains will receive one hundred miles for ten hours or less, at the rate paid in freight service; overtime as per Sec. 1, Art. IV. Should such a trip consume five hours or less crews may be used for other short trips, time not to exceed ten hours altogether, for this daily rate. Actual freight-train mileage will be allowed when one hundred miles is exceeded. When first division crews run over second division, the pay schedule of that division will apply.

ARTICLE IV.

SECTION 1. Overtime will be paid at the rate of—conductors 40 cents per hour and brakemen 30 cents per hour. In computing overtime, fractions of an hour less than thirty minutes will not be counted; thirty minutes or over will be counted one hour.

SEC. 2. Overtime for special excursion and all freight trains will be computed on a basis of twelve miles per hour, unless otherwise provided for herein.

SEC. 3. When crews coal engines by hand, they will be allowed one hour overtime.

SEC. 4. When crews go beyond Mile Post 50 and turn, it will be considered a continuous trip. Overtime will commence, on trips Colorado City to Spinney and return, after ten hours have been consumed.

SEC. 5. When deadhead service is required, the first crew out will deadhead, and the second crew will run the train. Upon reaching terminal points, the deadhead crew will stand first out. Full time will be allowed for deadheading. Individuals deadheading on passenger trains will be paid one-half time.

SEC. 6. The oldest extra conductor and the oldest extra brakeman will stand first out. When they are unable to go out on the run, the next oldest extra conductor or brakemen available will be used.

SEC. 7. Eastern terminal for first division freight crews will be at Colorado Springs or Colorado City. Western terminal at Leadville, whether reached by high line or cut-off.

SEC. 8. Allowance for short, extra or special and other runs not provided for in schedule, and for extraordinary delays, will be made by the superintendent, on a fair and equitable basis, consistent with the general plan herein given.

ARTICLE V.

SECTION I. A caller will be stationed at all terminals, who will call trainmen for service when needed. They will be provided with a book giving the names of the crews, and the number or kind of train for which they are wanted, in which book trainmen must sign their names and enter the time of call. The pay of the crew will begin from the time the train is ordered, leaving time of train not to exceed one and one-half hours, as nearly as practicable, from the time the crew have signed the caller's book. Limit of calling crews, three-quarters of a mile from yard, Colorado City, and to Fifth street, West Colorado Springs. Callers will not be allowed to call men in saloons.

SEC. 2. Trainmen who are called and report for duty, and whose services are not required on account of the abandonment of train, or other causes other than their own acts, will stand first out on unassigned runs and will be allowed fifty miles.

SEC. 3. Trainmen, after continuous service, shall not be required to go out when they need rest. Of this each man will judge for himself,

but must give notice to trainmaster or superintendent, in sufficient time to avoid delays, and will be entitled to eight hours rest before being again called for service, except in case of wrecks, washouts, or other emergencies.

SEC. 4. Trainmen will be notified when time is not allowed as per trip reports.

SEC. 5. The oldest conductor or brakemen will have preference of runs in his class, merits being equal. Of this the superintendent is to be the judge.

SEC. 6. Trainmen attending court at the request of an officer of the company, will be paid the same rate they would have been entitled to had they remained on their runs, and if away from home, in addition, their legitimate expenses.

SEC. 7. When a change of division or train run requires men to change their places of residence, they will be furnished free transportation for families and household goods.

SEC. 8. When conductors or brakemen leave the service of the company of their own accord, they will not be reinstated. Leave of absence will not be granted for more than ninety days, except in cases of sickness.

SEC. 9. When any passenger or freight conductor makes proper objection, in writing, to the trainmaster or superintendent, against any brakeman under his charge, such brakemen will be assigned to other service or dismissed from the service, as the circumstances justify.

SEC. 10. In case a conductor or brakeman believes his discharge or suspension to be unjust, he shall have the right to, within ten days, make a statement of the facts in the premises, and submit same to the superintendent, and at the same time designate any employe of the Colorado Midland Railway, of his class on the same division, who, with the superintendent, will investigate the case in question. If at all practicable, such investigation will be made within five days from the date of receipt of the statement of the employe. In case the discharge or suspension is decided to be unjust, he shall be reinstated and paid for all time lost on such account. If dismissed employe, upon request, will be given a letter stating cause of dismissal. Exceptions will be made to this in cases of intoxication or insubordination, in which case no investigation will be made.

SEC. 11. In the event of any charges being made against a trainman, an investigation shall be commenced within a period of ten (10) days, whenever it is at all reasonable and practicable to do so.

SEC. 12. Yard employes and passenger brakemen can claim no rights in freight service, and

vice versa. In case of emergency, extra freight men may work in yard, not to exceed ten days at any one time.

SEC. 13. No more crews will be kept in service than are necessary to move the business with promptness and certainty. When crews are laid off on account of dullness of business, it will be done in the order of their employment or promotion, beginning with conductors or brakemen last promoted or employed.

SEC. 14. In line of promotion, two brakemen will be promoted from the rank of brakemen, according to age and their ability to assume the duties of conductor. For every two brakemen so promoted, one conductor may be hired or promoted from the ranks of brakemen, regardless of age in the service. Any conductor so hired or promoted shall have had at least one year's experience on steam surface railroad as conductor, and shall be required to pass such examination as the rules of the company require. Conductors in the ranks who are qualified, will have preference over men who are not in the service of the company. The conductor so hired shall go to the foot of extra conductor's list. The rights of all conductors and brakemen shall date from the time they enter the service of the company as such. No brakeman will stand in line of promotion unless he has had at least two years' experience as a freight brakeman.

SEC. 15. Freight crews will run first in first out, except assigned crews.

SEC. 16. It is to be understood, by both the employer and employes, that the list of conductors is not to be altered from what it was January 1, 1892. All the provisions of this agreement are to apply to the future.

SEC. 17. No departure from the provisions of this agreement will be made by either party, except after thirty days' notice of such a desire, in writing, has been served upon the parties hereto.

The articles enumerated above constitute in their entirety, an agreement between the Colorado Midland Railway Company and its conductors and brakemen on the first division. All schedules, rules and regulations previously in effect are null and void.

W. J. LAWRENCE, Superintendent.

APPROVED: For Colorado Midland Ry. Co.

H. COLLBRAN, General Manager.

GEO. A. BRIGGS,
E. C. WALDRON,
E. M. HARNER,
JAS. DELANEY,
GEO. A. PERRY,
CHAS. MEEHAN,

Committee for Trainmen.

Signed June 3, 1892.

L., N. A. & C. SCHEDULE.

The following schedule of pay and regulations entered into and is effective July 1, 1892, between the L., N. A. & C. Ry. Co. and its conductors and trainmen:

ARTICLE 1. Trainmen on through freight service will receive three and two cents per mile respectively for conductors and brakemen. Runs of less than one hundred (100) miles will be computed as one hundred (100) miles.

ART. 2. Turn around runs between points other than division terminals will be computed as continuous trips and be paid for as per Articles 1 and 5.

ART. 3. Stone and local freight conductors and brakemen, running six (6) days in a week, will be paid three dollars and forty-five cents (\$3.45) and two dollars and thirty cents (\$2.30) per day respectively.

Overtime will be allowed after eleven (11) hours per day.

Local freight conductors and brakemen, on runs of but four days in a week, will be paid respectively four dollars and seventy cents (\$4.70) and three dollars and twenty-three cents (\$3.23) per day. Overtime on these runs will be allowed after thirteen (13) hours per day.

Main line local freight shall have three brakemen.

ART. 4. Trainmen on work, circus, wreck or excursion trains will be paid three dollars and forty-five cents (\$3.45) and two dollars and thirty cents (\$2.30) per day respectively for conductors and brakemen. Six hours or more and less than twelve hours shall constitute a day. Less than six hours shall constitute a half day; and the crew that makes but half a day shall stand first out.

When a conductor acts as foreman of a construction or work train he will be paid fifteen (\$15.00) dollars per month additional.

ART. 5. On all freight runs, unless otherwise provided for, of one hundred (100) miles or less, overtime will be allowed for all time on duty in excess of ten (10) hours. On runs of more than one hundred (100) miles all the time consumed in making any one trip in excess of the time necessary to complete the trip on an average rate of ten (10) miles per hour, will be paid for as overtime. In computing overtime no fraction of an hour less than thirty-five (35) minutes will be counted. Thirty-five minutes or over and less than one hour shall be counted as one hour. All overtime will be paid at the uniform rate of thirty cents per hour for conductors and twenty cents per hour for brakemen.

ART. 6. Trainmen compelled to double hills will be paid actual mileage made, provided no

double will count less than ten (10) miles. If overtime is made on account of doubling, the amount paid for doubling will be deducted from overtime allowance.

ART. 7. Trainmen required to remain on duty over (30) minutes with their train after arrival at a terminal station, will be paid at the rate of ten (10) miles per hour.

ART. 8. Trainmen called upon to attend court, will be paid their regular rate of pay per day, and when called upon to leave home, necessary expenses will be allowed.

ART. 9. The practice will be that no train or engine will be run on the road without a conductor. Conductors of light engines or pilots of trains will be paid three (3) cents per mile.

ART. 10. In ordering crews for dead-heading, the first crew out will run the train. The crew dead-heading will, upon arrival at a terminal station, come out ahead of the crew with which they deadheaded. Crews deadheading under orders will be paid half their regular pay, except trainmen that deadhead over the road for the purpose of relieving a man who has asked for leave of absence, will not be paid for such deadheading. Full time will be allowed for light trains. Conductors will be notified when time is not allowed as per time report, and reasons will be given for not allowing same.

ART. 11. Trainmen will be called within one mile at main line divisions or terminal stations, as nearly as practicable, one hour before the time set for departure of trains, by train caller, who will always be provided with a call book in which the conductor and brakemen will enter their names, together with the time they are called. The time of the trainmen will begin from the time set for the departure of train.

Trainmen failing to respond, when properly called, will be subject to discipline.

ART. 12. When trainmen are called and report for duty, and from any reason not their own fault, do not go out, they will be paid as follows:

If held on duty less than five hours they will be paid fifty (50) miles and stand first out. If held five hours or more they will be paid one hundred (100) miles and go out behind other crews at that point, it being understood that in case a crew goes out within five hours, time shall be reckoned from the time first called to go.

ART. 13. Conductors will be held responsible for the safe management of their trains, and will place their brakemen as their best judgment shall dictate, so long as it does not conflict with time-card rules.

ART. 14. When conductors make proper objections in writing to the trainmaster or division superintendent against any brakeman under their

charge, such brakeman shall be assigned to other duties or dismissed from the service, as circumstances may justify or warrant.

ART. 15. Trainmen will sign a receipt for switch keys and lanterns, agreeing that one dollar (\$1.00) may be deducted from their salaries for switch keys and fifty (50) cents for lanterns, provided same are lost or not returned when trainmen leave the service, or a satisfactory excuse given for their non-return.

ART. 16. Trainmen reaching terminal stations after continuous service of sixteen (16) hours or more, will be allowed eight (8) hours for rest, provided they give notice by wire to the proper officers before arrival of their desire for rest.

ART. 17. When the freight traffic is light and the crews in service are not able to make reasonable time, crews will be taken off, beginning with the youngest, until the crews left in the service are enabled to make reasonable time. Conductors temporarily suspended under this rule, will be given preference as brakemen over younger men in the service, and will retain their rights as conductors.

ART. 18. No fines will be imposed on trainmen for loss of tools or for damage to rolling stock, or for stock killed or injured. Trainmen on their part will use their best efforts to avoid accidents, damage or losses.

ART. 19. Trainmen will be allowed to lay off for good and sufficient reasons, of which the proper officers shall be the judge, provided due notice is given so that their places may be filled with other men.

ART. 20. All trainmen will be regarded in the line of promotion. The right to runs and to promotions will be governed by merit and ability, of which the superintendent will be the judge. Everything being equal, the conductor or brakemen longest in the service will have preference. In filling vacancies in the ranks of freight conductors, for every two brakemen promoted from the ranks that are oldest in the service, one conductor will be promoted, it being understood that two brakemen will be promoted before any conductor is appointed, and the conductor so appointed will take his place at the foot of the list of extra train conductors and may be temporarily used as extra brakemen. Trainmen entitled to promotion and not receiving the same, will, upon application, be given reasons therefor in writing.

Trainmen employed on the B. & B. division shall not be in line of promotion to main line positions, and the main line trainmen shall not be in line of promotion to positions on the B. & B. division; but all the other Articles in this schedule shall govern the B. & B. employes.

ART. 21. No trainman will be suspended or

discharged, except for good and sufficient reasons. If he thinks his sentence unjust, he shall within ten (10) days file written request for an investigation. His case shall have a thorough investigation by proper officers of the company, at which he with his witnesses may be present. In the event of his being found guilty, he will, upon application, be allowed to see all evidence produced against him. In case he is found innocent, he shall be reinstated, and be allowed full pay for time lost, after three days off duty.

ART. 22. Unless leave of absence for a definite time is given in writing, trainmen leaving the service of the company to engage in other business, or to work on other roads, or who are assigned to duties other than train service, and who are subsequently employed or return to train service of this company, will rank as new men.

ART. 23. Pay for main line passenger service will be as follows:

Single trip.	Con- ductor.	Baggage- man.	Brake- man.
Chicago and Louisville.....	\$3 50	\$2 20	\$1 90
Chicago and Lafayette.....	2 40	1 50	1 30
Chicago and Monon.....	1 80	1 10	1 00
Indianapolis and Monon...	1 90	1 25	1 15
Michigan City and Monon...	1 50	1 00	85
Mich. City and Indianapolis	3 00	1 95	1 70
Lafayette and Louisville...	3 75	2 25	2 00
Lafayette and Bedford...	1 90	1 25	1 10
Louisville and Bloomington	1 85	1 15	1 00

ART. 24. Crews on B. & B. division will be paid as follows: Conductors three (3) dollars per day; brakemen and baggagemen forty-five (45) dollars per month. If found necessary to run crews on turn around trips between Bloomington and Reed's Station, the trip will be considered as one turn around.

ART. 25. Crews on French Lick branch will be paid as follows: Conductors seventy-five (75) cents per single trip; baggagemen forty-five (45) cents per single trip, and brakemen fifty (50) dollars per month.

ART. 26. No change will be made in this agreement nor any departure from its provisions by any party thereto until thirty days notice of such intentions have been filed in writing with all other parties interested.

S. J. COLLINS,
General Superintendent.

Accepted by the Order of Railway Conductors,
E. E. CLARK, G. C. C.,
A. S. RAE, Chairman.

Accepted by Brotherhood of Railway Trainmen,
S. E. WILKINSON, G. M.,
JOS. CHENOWETH, Chairman.

KNOXVILLE, Tenn., July 3, 1892.

Editor *Railway Conductor*:

Will you kindly publish attached order in THE

CONDUCTOR, and say whether or not any signals should be carried and reasons for same:

"Eng. 216 will run as special passenger train, leaving Harriman Junction, Friday July 1st, with the rights of a first-class train east on the following schedule, which is a supplement to time table No. 33 B: Leave Harriman Junction 5:00 p. m.; Oliver Springs, 5:30 p. m.; Clinton, 6:05 p. m.; Heiskell's, 6:20 p. m.; Powell's, 6:35 p. m., arrive Knoxville, 7:00."

I contend that no signals should be carried, but my engineer and trainmaster (who was on the train) said white must be carried. Your reply will interest No. 139."

Yours truly in P. F.,

W. B. CALDWELL.

[In explanation of such an order, the Standard Code of Rules says, "it creates a regular train," and certainly a regular train should not carry white, nor any signals, except "markers," unless it is for a following train.—ED.]

Trainmen vs. Train Robbers.

A correspondent of *Locomotive Engineering* writes as follows of train robbers:

Your clipping from THE RAILWAY CONDUCTOR and comment on the same in the April issue of your paper aroused an echoing sentiment in my heart, and I thought that the relation of a personal experience would prove interesting to your readers.

On the night of September 23, 1889, about the hour of ten, the north-bound passenger train on the Gulf, Colorado & Santa Fé railroad was held up in true Jesse James style about ten miles south of Fort Worth, Texas. The night was dark and starless—just such a night as would suit the most scrupulous or fastidious train robber—and I knew instinctively just as soon as the train commenced to slow up in that gloomy, desolate section, that the knights of the road were at hand, for I knew we had no more stops before reaching Fort Worth, and we didn't need either fuel or water, but soon we were at a dead stand, and almost instantly the word was passed back, "Train robbers!" Then several rifle shots rang out ominously on the calm night air; this was a warning to the too adventurously inclined to keep their heads in and not endeavor to see too much. Then there was hustling to secrete valuables and money, and the passengers in the forward car did a very sensible thing in extinguishing the lights; we in the second car didn't think of this. I was accompanied by my wife and two children. I remember very distinctly that my hope was that no "big brave" or ex-desperado would be senseless enough to show fight and thus draw the fire of the robbers on the crowded and

frightened women and children—and men, too—in the coach.

I had a pistol, but it was snugly packed away in my valise in the very box that contained it when I purchased it, on first taking up my abode in Texas, but I had long before given up the idea that there was any use for such a weapon in that good state; in fact, I never once thought pistol till some minutes after the stoppage the conductor came in the car and asked if any one could spare him a revolver or two; several gentlemen present spared him their guns very willingly and promptly.

But previous to this, while the passengers were hiding their wealth, I was getting in my work, too. I had about \$40 in silver, which was stowed away in the valise by the side of the unerring pistol, which I thought was safe enough; then I had a roll of currency in my inside pocket, not a very large amount, to be sure, but more than I would care to give away for charity's sake, much less willingly to our present interviewers. So I seized a pliant moment to transfer this roll from my inside pocket to that of my little boy (aged about four), taking care not to let him know what I was doing, so that he couldn't give the "snap" away when the robbers tackled us. But our precautions were in vain; the road agents had larger game in sight than the passengers. It seems there was a large consignment of silver in Mexican dollars in transit that night, and that is what the brigands were after, and got, though exactly how much is not known, such things being only known to the two interested parties—the robbers and the robbed.

It is safe to say, however, that several thousand dollars were secured. The mode of procedure in this case was the popular one; two robbers got on between the engine and express car at the last station passed, and when their rendezvous was neared they "took care" of the engineer and fireman and persuaded them to stop; the express car was then detached, and the engineer induced to pull it down the track a mile or so, where they looted the car at their leisure and then decamped, leaving the enginemen to find their way back without an escort. We got to Fort Worth about two hours late, the heroes and heroines of a thrilling experience. No clue to the perpetrators of this robbery was discovered till some eighteen months after its occurrence, and then, through the medium of an old letter that came into the hands of the police of Fort Worth, some of the robbers were brought to justice.

Now, for the benefit of those who have never experienced a train robbery, and feel very heroic when they hear of one, and wish that they had

been there so that they could show the world how the "truly brave" would resist such unlawful acts, I will say that there are two very discouraging circumstances connected with affairs of this kind that tend to throw a damper, as it were, on any ebullition of personal courage; one is, you never know how many of the robbers you may have to contend with; and the other is, a sort of vague realization that the robber is not out on this expedition just for fun, but if necessary to his ends he will shoot; and further, you see, and have to acknowledge that he "has the drop."

I remember a young fellow-townsmen of mine, Henry Brown, a son of one of Tennessee's ex-governors, who gave up his young life to this mistaken idea of chivalry—one man resisting unknown odds. It was on one of the railroads in New Mexico some years ago. Young Brown was an express messenger, and sealed his devotion to what he considered his duty with his blood and life. Again, more recently, a train was held up on the Illinois Central at Duck Hill, Miss. There was on board (as passenger) a young engineer of the road (Chester Clark, I think his name was) who could not brook the idea of sitting idly in the car and allowing the train to be robbed; so he borrowed a Winchester from another passenger and got out to have a pop at the robbers. The usual result—the robbers popped first, and Mr. Clark was a dead man. Now, these two men virtually threw their lives away for a mere sentiment. I mention these two incidents to rather impress on the minds of those who are not familiar with this particular development of our civilization, that if they imagine for a moment that the average train robber will not back up his arguments to the death, they are woefully mistaken; therefore, it is better to suffer the temporary embarrassment of being robbed of a few dollars than risking the certainty (almost) of being killed, and also jeopardizing the lives of others in an indiscriminate fusillade.

W. H. WESLEY.

Nashville, Tenn.

Outing for June opens with a beautifully illustrated article, "Through Muskoka Marvel-lands," by Ed. W. Sandys, in which the author draws a charming picture of holiday life, scenic beauties and black-bass fishing, in one of Canada's loveliest regions for summer residence. *Wielders of the willow* will find much interest in Thomas Wharton's "Inter city and International Cricket in America" in *Outing* for June. Fine portraits of the Philadelphia, Chicago and Lord Hawke's teams and other noted players accompany the article.



JACKSON, Tenn., July 9, 1892.

Editor Railway Conductor:

It has been a long time since anything has appeared in **THE CONDUCTOR** from Jackson Division 149, which is located in one of the prettiest places in the sunny south, noted for pretty women and bald-headed conductors. But the boys are the right kind of material just the same.

Our secretary belongs to this class, and if we couldn't see John (John Barry, Secretary,) at his accustomed place every meeting night, with smiling face and hairless cranium, we would all have the Blues.

Brother Clonton, the bald-headed conductor from the M. & O., is ever with us. I want to say right here that Brother Clonton deserves much praise for his bravery, for he comes every Saturday night, rain or shine, by himself. Last meeting he brought with him Brother Barnett, whom we were glad to see. Come again, Brother Barnett, when ever you can.

Brothers Martin and Newman have had sickness in their homes, which kept them away. We are glad to state, however, that they are better. We miss such useful members as these.

Brother J. C. Turner, the big fat passenger conductor and orator from the southern division, made a rousing talk some time since. So also did Brothers G. B. Harris, W. N. Harris, Martin, Wilkinson and others in regard to regular attendance. They, in an eloquent way, pointed out the good which would be derived thereby. The effect of such argument is apparent. Come, Brothers, one and all, and if you can't talk like those silver-tongued orators, your presence will inspire us with renewed energy and hope.

When we look back and see what a wonderful change there has been, and the good that has been accomplished all over our land and country in the last few years, we cannot help but feel proud of the principles we advocate, and now, with our united support and with the noble standard bearer we now have, success is ours.

The editor must have been surprised some time since when so many names were sent in for **THE**

CONDUCTOR. Brother Phillips (our Bob), to whom this credit is mostly due, is a hustler. Brother Phillips was chosen journal agent at the same meeting which elected me as correspondent.

I promised to let the boys hear occasionally, in my feeble way, from Division 149. We are very well pleased with our superintendent, trainmaster and our runs.

We run from Jackson, Tenn., to Mounds, Ill., distance 115 miles; which run crosses the great steel bridge which spans the Ohio river at Cairo, Ill. Southern division for freight, Jackson, Tenn., to Water Valley, Miss., distance 117 miles. Passenger Crews, North Jackson, Tenn., to Cairo, Ill. South Jackson to Canton, Miss., distance 235 miles.

As it is almost time I was checking off and getting my way bills ready, I will close for this time. With best wishes for the success of all,

I am yours in P. F.

A. H. HILL.

FARNHAM, July 3, 1892.

Editor Railway Conductor:

It is now some time since the many readers of our journal have heard from Division 80, up here in Canada. Do not think, Bro. Editor, that we have "thrown up the sponge," so to speak. I can assure you such is not the case. I may say that such a calamity as that would not be considered for a moment. In other words, we are prospering very well, as I will show.

At our last meeting, June 19th, we worked upon three candidates. One, Brother Elliott, for whom we had a dispensation, we gave the full work. The other two, Brothers Nicholson and Dolan, one degree each. We have four more names now on the list and who are ready to join us as soon as we can receive them. These men, I have every reason to believe, will make good members. They have been employed here some years and their characters are, to the best of my knowledge, A 1. We want good material and will take no other if we know it.

I was much pleased to see some of our long

absent Brothers present at the meeting. Among whom were Brothers Wallace, Houle and Cabana, and who filled their offices (pro tem) with much credit, the regular officers not being able to attend.

It is our desire, if permission be granted us, to move our division to Montreal. You no doubt, Brother Editor, will think that we are of rather a roving disposition, but that is not so. Our aim in so doing is because we consider it will be for the interest of the Division. We have members in Montreal who are there every Sunday and who cannot attend the meetings where held at present. Then again, we have other members who can reach Montreal on meeting days better than at Farnham, so we think it our duty to go there.

Our summer time bill took effect on June 29th. But few changes in the running of crews were made. As is always the case when a new bill comes out some are suited and others are not.

In my next I hope to report still more favorably.

Yours truly in P. F.,

WHISTLE CORD.

Editor Railway Conductor:

In my travels through the south I find it well organized, but, sorry to say, I met a good many Brothers who need instructions in the lecture. I had a very enjoyable trip and met many new faces. All are jubilant over the success of the Order, and all Divisions are taking new members at each meetings.

Yours in P. F.,

J. J. M.

ROANOAKE, VA., July 19, 1892.

Editor Railway Conductor:

How can I atone for my apparent neglect. I had the honor of correspondent conferred on me by our division and have never written a line. I can only say in my own defense, that I have not been idle or inattentive to the interests of our noble Order or to the particular wants of our own division. At the time of being honored as above I was also elected chairman of grievance committee, and have had considerable work in that line to take up my time. However, if you'll ask the boys to forgive me, I'll resolve myself into a vestibule train, with unlimited speed and no stops, and promise to be on time when the fiscal year winds up.

I fully intended making my first letter descriptive of our entire system, giving official list, etc., but will defer this for my next letter, when I hope to have something good to tell you. As it is now, we are lying low, with our grievances all prepared, awaiting the return of General Manager Sands, who is expected home from Europe about the twenty-fifth of this month.

Stonewall Jackson Div. 210 now has one hundred and twenty members in good standing and each meeting sees new additions to our number. Too much praise cannot be given our Chief Conductor. Brother Bondurant is handling the division in a masterly manner on strictly business principles, keeping a watchful eye on the treasury as well as the material presented for membership. For example: our division felt in need of new rolling stock, which was voted on and carried, when Chief Bondurant promptly assessed the members to pay for same and left the treasury intact. The boys submitted, but we will have our revenge on conductors yet to learn the road. *Hurry up our wagon.*

The St. Louis division in its circular advocating legislation restrictive as to officials, has struck the key note to our situation. No more common-sense, practicable proposition could be made, and it is the plain duty of every man in every division to support the measure. The democratic platform has a plank for our protection; support that measure, too, boys, and state legislation will be easy enough. Don't let the measure die out. Give St. Louis credit for the initial step and second the movement by active co-operation and the reward will be ours.

The life of a conductor is not always what it seems. To the passer by it is a pleasant occupation. How different it is to the initiated. Days of gladness are followed by days of sadness in rapid succession. We have been exceptionally free. For the past six months only two cases of death have been reported to me. One, the death of Mrs. Julia Powers, wife of Brother John E. Powers, of the Radford division, N. & W. R. R. Mrs. Powers' illness was of short duration, and her untimely death at the age of twenty-five cast a gloom over a large circle of friends. She was an estimable lady. Brother Powers has the sympathy of the entire community in which he lives. If possible, a still sadder case was the death of Captain Wm. Hays, a passenger conductor on the Shenandoah and Roanoake division of the N. & W. R. R. Conductor Hays signed his last orders at 12:40 a. m., and at 1:05 a. m., his lifeless body was picked up by his crew about ten feet from the track where his train was wrecked. The wreck was a singular one. It was the night express running at a high rate of speed when the centre of the train began to side track, leaving engine and forward part of train safe on main track. Captain Hays was crossing the platform. Just where his train parted he was thrown off and instantly killed. He was fifty-eight years of age and had been a passenger conductor for more than thirty years. About twenty-five years was

spent with the Pennsylvania R. R. Co., the past twelve with the Norfolk and Western R. R. Captain Hays left a wife and two grown children—Carrie and Frank—and hosts of friends to mourn his loss.

Business is fairly good over our entire system at this time, and the boys are contented. Brother Walter Hutchings, our oldest passenger conductor, though a young man in years, has been appointed train master of the Roanoke division of the N. & W. R. R. Here is a case of the right man in the right place. No sooner had the boys heard of the appointment being posted in bulletin book, than the whole page was covered with signatures of the best pleased set of men you ever saw. Superintendent Bransford is to be congratulated on his sound judgment in making this appointment. Brother Hutchings is a member of Dauphin Division 134, Harrisburg, Pa., but has been with us over twelve years.

Trusting your forbearance in reproducing this badly written letter,

I remain yours in P. F.,

F. P. C.

Kansas City.

Editor Railway Conductor:

I see that Kaw Valley Division No. 55 does not often trouble you with correspondence, so I thought I would say a few words in favor of it. We are in a very prosperous condition, having now 263 members in good standing. We considered it of importance to give our members an opportunity to visit us, so have changed our meetings to every Sunday at 10 o'clock a. m., and have moved into new quarters. We now meet at 1013 Walnut street, and have a beautiful hall, with no stairs to climb, and hope all Brothers who come this way will step into the elevator and make us a visit. We have a Chief (Brother Van Bergen) who will make you welcome at all times, and our worthy Secretary and Treasurer, Brother Ashley, will make it so pleasant for you that you will be sure to want to call again. We have a very creditable attendance, considering the way our members are scattered around on so many different lines of railroad and many of them living at a great distance. I would like to urge upon the Brothers the necessity of members of the O. R. C. transferring from a Division (when they move into new fields of labor) to a Division where they can attend and be active working members, and have all the benefits that belong to a member. I am sure this would not weaken any of your Divisions, and it will surely make members more punctual in attendance. Many of the boys, after being away from home a short time,

forget they have one, and don't care to go back, forgetting they have Brothers whom it is their duty to visit. And again, I would like to call the attention of the Brothers to the necessity of prompt payment of dues and assessments of all kinds. I find we have much difficulty in collecting assessments for grievance committee and for general protection fund, and I am in favor of being very strict with the Brothers in these matters, for if we would make the O. R. C. what we would all wish it to be we must be prompt in everything pertaining to the Order. Brothers, in less than a year we will again be called to the Grand Division. Now is the time for the Brothers to come to the Divisions, and especially the "kickers," who pay their dues when compelled to do so, and stand on the street corners or go to the ball game and find fault with what the working Brothers have done and tell what they would do if they were there. Now, Brothers, go to the Division and do some of the work and see how it goes for yourselves. Do not say, "Bro. B, C, or D is always in office." Come to the Division and we will put you in the chairs, and give the old wheel-horses a chance to rest up.

We often sit idly by or lie on a lounge half asleep in our Division room, when if we were to wake up and think for a moment we could spring something on the Brothers that would be of lasting benefit to the Order and to ourselves. There is one subject that if the Brothers would take up could not be exhausted in a lifetime. That is the necessity of the members all being insured in some way. How many sad lessons have we been called upon to witness of the neglect of insurance. And do you ever think when the letters come into our Division soliciting our aid that you and I must help to pay for the neglect of some careless Brother as well as pay our three or six dollars a month to keep up our own insurance?

Now, Brothers, while it is hard to say it, the time will come when we will have to give a severe lesson in this very matter and some poor widow and orphans will have to pay the penalty. I cannot see why the wives of our Brothers do not urge, nay compel their husbands to insure their lives. Brothers, sisters, how often have you and I been called upon to stand by the grave of a member of our beloved Order who had unexpectedly been called upon to meet his God and listened to the minister pray to God to feed and clothe the widow and the orphans.

How often have you seen a widow and her little orphan children stand weeping bitter tears at the loss of a husband and father, and we have asked some one, "Is he insured?" The reply is, "No; he intended to be but put it off." Did you ever

see the prayers of the minister feed the poor hungry babes or put shoes on their cold feet or clothes on their naked limbs when the cold blasts of winter comes? No. If they are fed and clothed we must do it, or we must be the instruments in the hands of God to do it, for prayers, while good, cannot be eaten or worn, and the charity of this world is too often very chilly. And do we not feel when we are laying away the remains of a Brother who has been so neglectful of his duty that it is a shame for such a one to have ever had a wife or child, and when the letter comes to our Division saying, "Brother A., who was killed, left a wife and five or seven children with no means of support," that we, yes you and I, must pay for this neglect.

Now, I trust what I have said will waken up some of our Brothers who are careless in this matter and induce them to secure themselves and family from want or charity. Hoping I have not worn out your patience,

I am yours in P. F.,

W. WELCH, P. C. C. Div. 55.

Those Wives of Ours.

Written for THE RAILWAY CONDUCTOR.

Before the peep of rosy morn
Sends forth its first adventurous ray;
When call-boy's piping voice is heard,
To speed us on our toilsome way;
Our souls revolt, our temper sours;
In Morpheus' arms we'd silent lay,
Were it not for, those wives of ours.

"Husband, awake! 'Tis after four,
And are you not due to leave at five?
The caller's come and gone; the train
Is all made up; my sakes alive,
You'll be late!" With verbal showers
Our inconsiderate selves they drive,
Those energetic wives of ours.

When o'er the lady passenger,
With cap up-tip'd, we politely bend;
And she our kindness to requite,
Her tickets and her smiles extend;
We'd own allegiance to her powers,
And, perhaps, more close attention lend,
Were it not for, those wives of ours.

—L. W. CANADY.

Conductors' Ball.

Tuesday night's ball given in the city hall by the Order of Railway Conductors was one long to be remembered by those who participated in the dance, as well as by the conductors. There were guests present from a number of neighboring towns, and the hall was well crowded—too many

for comfort. The Light Guard orchestra of Carthage, Mo., arrived on the noon train, and the music seemed to excel that furnished by the same musicians at the Washington ball. The dance began about 9 o'clock, and as the dancers took their places on the floor, they formed a dazzling, beautiful sight, the ladies being superbly attired in the season's fashionable styles. Every one present had a compliment to pay the Neodesha girls for their beauty and grace, and they made a rich feast for the eye, one that beggars description. Dancing continued until about 12 o'clock, when occurred a brief lull to enable the dancers to repair to the Occidental hotel and become refreshed by partaking of one of Mrs. Brown's choicest suppers, which means a good deal, as those who have been guests at the Occidental on such an occasion well know. Some asserted that Mrs. Brown even out did her former efforts to prepare a grand banquet. Having eaten supper, dancing resumed and continued some time, when the music ceased and the terpsichoreans went home with wearied limbs and light hearts, thankful there is such a thing as an Order of Railway Conductors and that they know so well how to entertain and please. Perhaps there was no one present who did not often wonder when a repetition of such an event would occur, which can only be answered by the "Knights of the Punch." Among the visiting guests were the following:

Carl Gray, of Carthage, Mo.

Charles Simmons, of Anthony.

Mr. Lighter, of Chanute.

Miss Nettie Chase, P. L. Nathan, Mr. and Mrs. W. E. Converse, of Fredonia.

Mr. and Mrs. R. N. Richardson, Mr. and Mrs. Carver, of Altoona. — *Wilson County (Kas.) Sun.*

CLEVELAND, O, June 19, 1892.

Editor Railway Conductor :

Not having seen anything lately in THE CONDUCTOR from this place I will try and give you a few items.

Business on all lines out of here is very good and prospect of a big summer's work is good, especially with the Valley. Our new scale of wages went into effect June 1st, and is conceded by all railroad men in this section to be the best scale in the state. We are getting \$2.87 for conductors and \$1.90 for brakemen, ten hours or less to constitute a day. Our old rate of pay was \$2.80 and \$1.80, with twelve hours for a day, or about that. We are satisfied anyhow, but the dispatchers cannot get us over the road fast enough to suit the officials, but you can bet they try to keep us inside of the ten hour limit

When we take everything into consideration

we wonder that we got as much as we did, for there were only eighteen conductors and eighteen B. of R. T. men involved in this.

If a few more settlements of this kind can be made in this section Division 14 will have to get a larger holt.

Now a word in regard to insurance. Brothers what are your thinking about, not to carry any insurance? How many of us is there that is well enough fixed to be without it? Your answer must be not many, and by that answer we condemn ourselves. There is scarcely any of us but what have some one that is dependent on us for their support, and many of us large families. Brothers, are we doing our duty to our families and to our Order to go unprotected any longer? It does not cost so much but what any of us can carry at least one policy.

Take Division 14, for example. In the past eighteen months we have lost six members by death and only three were insured. One of them left a widow and seven children, and no insurance. If some of the uninsured were here to see for themselves I think they would soon provide for the loved ones that are sure to be left behind sooner or later.

I hope that at our next Grand Division there will be a law passed compelling every member of the Order to carry one or more certificates of the mutual benefit department.

Yours in P. F., NEWT.

BRADFORD, Pa., June 24, 1892.

Editor Railway Conductor:

It is not very often you are troubled with a correspondence from Division 200, but when we have Brother Wilkins with us and spend such an enjoyable evening as we always do, I like to have all the brothers know it.

We save up all our undecided questions and when he comes he makes them all clear, and then we go on and have a pleasant visit the balance of the evening, and after all a good supper, which all hard-working conductors enjoy. Such was the case last evening. Brother Wilkins left this morning for Oil City, and may good luck go with him.

No. 200 is prospering finely. I am not at present prepared to say just what our roll call is, but will look it up.

There has been some changes of late. Our worthy chief, G. C. Fagnan, who for seventeen long years was employed as conductor by the W. N. Y. & P. Ry., has retired from railway service and can now be found at 117 Main street, where he keeps a first class drug store, and I can assure

any Brother who comes this way a royal welcomem if they will take trouble look George up.

Another of our Brothers, F. M. Brown, has reflected great credit on Division 200 by being nominated to the state legislature at Harrisburg. We all hope to see Brother Brown elected.

We are sorry to note the serious accident which happened to Brother McMan, while in the discharge of his duty. He was badly crushed about the hips, but with good care there is hopes of his recovery.

Now, if THE CONDUCTOR can find room for this perhaps I shall be encouraged to write again.

Yours in P. F., DOCK.

BOONE, Iowa, June 20, 1892.

Editor Railway Conductor:

I see you give the M. C. B. car coupler a slap every month regularly. I cannot understand why. This coupler or the same thing I think (the Chicago steel coupler patterned after the Janney) has been in use on the C. & N. W. Ry for the last two years. Everybody likes it. Personally I have never had occasion to chain up a car equipped with above coupler. Never saw one out of order but what was easily repaired by train crew, and it looks as if over a half of our cars are now so equipped. *Have never heard of a brakeman being injured by one.* Its no use trying to convince men that are actually using these couplers that they are not the best in use. It may be some few officers, clerks, &c., &c., don't like them, but train men as a rule think they are the best coupler yet invented, or at least I speak for the C. & N. W. Ry freight men by a large majority. Any man who advocates link and pin couplers is away behind the times and had better keep his opinions to himself or get the advanced railroad men down on him.

Yours in P. F., COUPLER.

MOBERLY, Mo., June 17, 1892.

Editor Railway Conductor:

Division 49 having no elected correspondent, it falls to the lot of individual members to keep the brothers of other divisions posted in the workings of Division 49.

We think we are keeping abreast with the times for we are initiating all the good material as fast as they become eligible. We may not be increasing as fast as some of the divisions of the Order are, for the Wabash changes men seldom, which makes the supply limited, a fact which will be proven by a glance at the following list of conductors in the passenger service, many of which will be recognized as old-timers on this

system: Brothers Paul, McSweeney, Uptegrove, McCabe, Welden, Bell, Flory, Beckley (or Wabash Bill), Hartman, Copeland, Reach, Church, McLain, Johnson, Dalton, Vinyard, Robinson, Ackert, Nebergall, Murray, Callahan, Stephens, Whitney, Walsh, Travis, Cunningham, Roberts and Carter.

As the freight crews would make too long a list to mention the names of all, will just give the number of crews in service on the western division, which is fifty-five, and very few of the conductors but what belong to the Order.

We are very well organized, but a great many of the Brothers would be benefitted by attending division meetings as often as possible and keeping posted in the workings of the division and the Order in general.

I am pleased to see that members of 49 are taking an interest in the benefit department, which, if it was general, would put a stop to a great many of the charitable requests we receive from some unfortunate Brother or his family. I do not object to assisting a Brother or his family who through some physical ailment cannot take a policy, as a case of this kind is deserving of assistance, and every division should do its part in seeing that no Brother or Brother's family are in need when so afflicted.

I do not think the secretaries are as prompt in answering letters of inquiry as they should. I was appointed to correspond with several divisions on the Wabash system, which I did the day after my appointment, which was three weeks ago, and have received answers from two only. I noted in my letters prompt reply requested. This is a poor way of attending to such matters, as it is of interest to the Order as well as official business.

I saw Brother V. P. Hart, of Division 60, in our town during the past week. I understand he is working in the interest of Mr. Dalton for governor of this state, and every laboring man, especially railroad men, should use their influence in the same direction is the opinion of,

Yours in P. F., J.

SEYMOUR, IND., June 20, 1892.

Editor Railway Conductor:

To-day finds us, the employes of the Ohio & Mississippi, wondering in our minds as to whether we are working for the O. & M. or B. & O. At any rate we place no faith in the many conflicting rumors, and "we are here first," so let the procession move on.

The O. & M. have in the past proved themselves equal to the occasion, and we hope to

prove to them by our actions and our work in the future that let come what may, as general managers, we are worthy their consideration—at stated intervals at least.

We are enjoying splendid times. It don't matter how it was brought about, we are "in it" just the same. The luck, or success as you please, of the O. & M. is certainly phenomenal when compared with other roads, and for which the employes are justly entitled to a portion of the credit. Being one of them *I know it*. But while conceit is certainly one of the essential qualifications toward a railroad man's success, it should be tempered with a considerable amount of discretion, or at least, horse sense.

This brings to mind a little occurrence which took place some years ago on the O. & M., where a conductor, of about five years' experience and unusually good luck, having got in trouble, was promptly removed. In the daily routine of his duties, he being moderately prompt in his reports, work, etc., and having grown strong in the belief that he was one of the main spokes in the wheel, he had reasonably(?) figured in his own mind that his place could hardly be filled, but to his surprise, another conductor took his crew, no grass grew over the track, the boys didn't "go out," but on the contrary made just as good time, the company paid their interest, passenger and freight traffic held up just the same, trains came and departed on time, and—he wasn't missed. He wasn't missed to the extent that any brother conductor even went to the office to "help him out." Sure, he did not belong to the Order, and had no desire to then, yet he felt just as keenly the lack of sympathetic feeling that should exist in all toward each other, even though it be not sealed by a solemn vow, with blood-curdling penalties attached.

This to show those who imagine that their respective roads are resting on their shoulders, that we, as individuals, are but a drop in the bucket. 'Tis only when out of work that we can properly imagine our insignificance when compared with our superiors in worldly positions. To be where we are even now, is our own fault. Were we less distrustful and more charitably inclined toward our fellow men we would be far better off. God hasten the time when all back-biting, all gossip, all personal prejudice, and all animosity in railroad circles may be laid aside, and we may stand as one, for one common good of all, and for the betterment of ourselves as employes, as husbands and fathers, and as law-abiding citizens, is the wish of,

Yours in P. F.,

C. W. M.

SEYMOUR, Ind., July 21, 1892.

Editor Railway Conductor:

Another month has rolled around, bringing with it, in its varying changes, its sorrows and its joys; bringing safely to some homes loved ones, and to others life-long misery.

After all, the life a railroad man is similar to that of a soldier, 'though more hazardous by far. When death does overtake them, either from violence or natural causes, their demise causes but little thought in this busy, hustling world. 'Tis only in their immediate family that they are truly missed. The great mass of railroad trains arrive and depart at their accustomed time just the same, showing how small a space we occupy in the great railroad world. The death of a railroad man isn't wont to carry to the mind of the average reader thoughts that naturally occur in reading of wrecks or casualties where lives of the traveling public are sacrificed. There seems to be a feeling that such is their natural fate or destiny sooner or later, and gradually the hearts of the reader become hardened to recital of such scenes. It would seem to a careful thinker that of all classes of workingmen, the railroad man should be the most ready to meet death when it comes in its various forms, yet it is just the opposite.

Accustomed to a life mingled with hardships, and yet pleasureable; thrown in constant company of men of the same jovial minds, the seriousness of the future has but few terrors for them. Many are suddenly snatched away without a moment's warning, yet let us hope that He, at the final day, will carefully weigh their good deeds, and they may not be found wanting in the balance.

The brightest spot on earth to them should be their home, for surely none know better how to appreciate its comforts than they, yet such isn't always the case. Burdened with cares and responsibilities while on the road, they should all feel that a cheerful home and loving inmates await their coming, when with their minds freed of monotonous duties they may rest. Were this all real there would be many more good railroad men than there are to-day. Where does the fault lie? Sometimes in the husband and sometimes in the wife. Railroad men, accustomed as they are to rigid discipline while on duty, should be masters of themselves at home as well as on the road, and many times a little forbearance at home, such as their pride would prompt them to use with their men, would oftentimes save harsh words with loved ones. Each time one would be additionally encouraged with confidence in himself—"for the greater soldier is he who is master

of himself." With but little thought for the future the ordinary railroad man plods along each day, trusting to good luck to carry him safely through, reasoning within himself many times, "that when I get old and unfit for duty there will be time enough to think of the hereafter."

Seymour Division has taken one commendable step, at least, toward providing for the proverbial rainy day by adopting a "benefit department," paying a weekly benefit of \$5 and funeral benefit of \$50. Dues are 50 cents per month, payable on the 20th of each month. To us it will be rather in the form of an experiment, but we hope to make a success of it.

At our last meeting we were honored with the presence of C. S. Miller, the eagle-eyed orator of St. Louis Division No. 3, and J. R. Stanton. The latter is one of our staunch members, but on account of his runs cannot attend regularly, hence we speak of him as a visitor. And a good meeting we had, interspersed throughout with remarks by the captain, on the Homestead trouble, etc.

For a small city we have a good membership of 65, and our attendance is generally good. Thus far since our reorganization we have managed to always have subjects of interest to all under discussion, thereby making it an object for all to attend. While we were taught in the past that the O. R. C. was an order only in name, we have learned different since, and are well pleased with its workings. The Order is now and will always be just what men—its members—make it, and standing around on street corners howling about its weak points and its management will never change it. 'Tis a duty we all owe our Grand Officers, ourselves as members, and as conductors to each take an active part in remedying these evils wherever they exist. While friendly criticism is invited through THE CONDUCTOR, there are some things that should be discussed in our Division rooms only, and through our delegate make our wants known at the coming convention.

Our list of subscribers is swelling slowly, but we hope to come to the front soon. With best wishes for all conductors and for the Order in general.

We are yours in P. F.,
C. W. M.

When Carnegie dies there will remain many who will call him a philanthropist, because he has given money to found public libraries and colleges. He was given the freedom of Aberdeen yesterday, and opened a public library to which he had given 5,000 of the dollars wrung by him from the workmen at Homestead, Pa. Eleven workmen and some others were given the freedom of the Celestial City at about the same hour.—*St. Louis Chronicle.*



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE HOMESTEAD WARNING.

On July 6th, at Homestead, Pa., there occurred an event which, from its far reaching effects, may be of not less importance to the American people than the bombardment of Fort Sumter thirty years ago, or the Boston tea party something over a century ago. From the time of its occurrence until this writing, the papers have been full of it, and a day has not passed that the subject has not been discussed by practically all the people of this broad land, so that the circumstances are no doubt familiar to every reader of THE CONDUCTOR, and there are but few who have not already formed opinions in regard to the action of both the employers and the strikers. Yet we should be direct in our duty should we fail to present in the plainest language at our command our opinions of the trouble, the lessons that we ought to learn therefrom, and the danger that menaces us in the future.

In order that the matter may be fully understood, we present as briefly as possible a summary of the events leading up to the battle of the 6th. The workmen employed in the Carnegie works at Homestead all work under a contract similar to the contracts made between the members of the Order and railway companies, that for those who are members of the Amalgamated Association of Iron and Steel Workers being for three years, and based upon the selling price of steel billets, provided that price does not fall below a certain specified amount. The contract, or "scale," as it is called, terminated June 30th, and as early as in January, the superintendent of the works invited the committee representing the members of the Association in Homestead to meet him and formulate a new scale. He also advised them the company wished to deal with the association, as it was less trouble to them than to make individual contracts. This being in accord with the ideas expressed by the author

of "Triumphant Democracy," the principal owner of the mills, it was accepted by the committee and the members as being in good faith and a new scale was prepared, which, however, differed but very little from the one which was shortly to expire, but it applied to only a portion of the works, owing to the fact that a portion had been reconstructed with new machinery and the employes wished the old scale to continue in force until they should ascertain by experience, just what could be done with the new machinery, when a new scale would be prepared for that portion and a proper allowance made for what had been done under the old scale.

Meantime the superintendent had endeavored to induce the employes in other departments to make individual contracts instead of continuing as an organized body, but without success. A number of conferences were held between the committee and the representatives of the company without result, and in the light of later events, it is fair to assume that the representatives of the company were deliberately deceiving the men and had no intention whatever of making a settlement, but were simply "playing for time." While negotiations were in progress, the men, hopeful and confident of a fair settlement and willing to make any reasonable concessions, the Carnegie Steel Company succeeded the former organization and the notorious H. C. Frick assumed control of all the Carnegie works as manager, the change taking effect, technically, July 1st, but practically immediately, as shown by the results.

The annual convention of the Amalgamated Association met in Pittsburg in June, and reviewed the scale suggested by the Homestead committee and approved it.

Meantime, the company were building "Fort Frick," which of itself should have warned the workmen that there was no opportunity for an

adjustment. At a final meeting between the committee and the representatives, which was attended by Mr. Frick, the latter gentleman evinced his usual arbitrary disposition and soon left the room. The committee understanding from this the futility of further effort, were about to leave, when Superintendent Potter urged them to remain, and said that he would personally endeavor to persuade Frick to give them further consideration.

The principal points of difference were upon the minimum price of steel billets and the time for the termination of the scale, the employés wishing to make the minimum \$25, while Mr. Frick had given as his "ultimatum" \$22, and insisted that the scale should terminate December 31 instead of June 30, while the men wished the time to remain June 30. When Mr. Potter offered his services as intercessor, the committee authorized him to say that the committee would make the minimum rate \$24. Mr. Frick's reply was that the company would sign the scale on a \$23 basis provided it should terminate December 31st, and immediately declared the conference at an end, and has since refused to meet or confer with the committee, and the day before the expiration of the old scale discharged all the workmen and announced that they could only return to work as individuals and that the association would not be recognized, thus showing that his definite purpose was to provoke a war with the association. There is but little doubt he was placed in charge simply for the purpose of defeating organized labor and ultimately employing non-union labor in all the Carnegie mills, and the erection of the "fort" was a declaration in advance that it was his purpose to use the methods for which he was already notorious. Immediately upon being locked out, the workmen took measures to prevent the importation of non-union men and gave Mr. Frick the opportunity that he undoubtedly wished, and, while no damage had been done or even threatened, he appealed to the sheriff to protect the works from threatened destruction. It is unnecessary to recount the puerile actions of the sheriff, who seems to be a man who wished to accommodate capital but feared the votes of the employés and consequently did nothing, and after a pretense that would have been ludicrous if the consequences had not been so serious, called on the governor for troops. The governor declined and the sheriff appealed again, but when asked by the governor what steps he had taken, he was nonplussed and could not reply. Then comes Frick again on the scene, or rather he does not come, but sends a Pinkerton army, and there followed the bloody work of the 6th. For the refusal of the workmen to recog-

nize a flag of truce when first shown by the men imprisoned on the barges and for the cruelty to the helpless prisoners, there can be no excuse. It is true that the provocation was great, and that the friends and relatives of the men shot down by the Pinkertons were in a frenzy of passion and grief may well be believed, but that a majority of the Pinkertons were human wolves does not excuse the captors in also acting like wolves, nor does the grief of the bereaved excuse the majority of the workmen, who, as it seems, aided and furthered the attacks upon the prisoners, whom the leaders endeavored to protect. It is much to be regretted that the advice and counsel of O'Donnell and other leaders was unheeded, for had their directions been observed, there would scarcely have been a paper or a man who would have dared to condemn the men for their defense of their homes and lives against the men who were hired for the express purpose of shooting them down.

And were these men solely or even primarily responsible for the bloodshed, or even for the attacks upon the prisoners? Are not the men who sent the Pinkertons with the deliberate intent of provoking a battle and bloodshed the most guilty? And with the knowledge that we now have, is there a man who can honestly say he is not fully convinced that this was just the purpose of Frick in sending Pinkertons to Homestead? Bear in mind the fact, as shown later, that he had made arrangements with Bob Pinkerton for this force of 300 armed men before he terminated the conferences with the committee; also that the sheriff not only knew of the arrangements made, but sent a deputy to lead the vagrants to attack the workmen. It is claimed that many of the so-called Pinkertons were workmen whom it was intended to get into the works in this way, but if they could not be got in as workmen, how in the name of Heaven could it be expected that they could be introduced as Pinkertons, the very name being a stench in the nostrils of every workman in the land, and is anything more than this one statement needed to convince any one that the *real* purpose was to provoke a fight?

Bob Pinkerton contradicts this, and says that the men were all "regular officers," who had long been in the employ of the agency; that none of them were employed for the occasion, but all were "professionals." One of the tenets of the Pinkerton code that is always observed, is "never tell the truth if falsehood can be made to answer," and that this principle was religiously observed in this instance is proven by the fact that of the statements made by the heads of the agency in Chicago, New York and Philadelphia, all differed and no two were anything alike. The

truth probably is that there were no experienced ironworkers among the men on the barges, but there probably were a few honest laborers who had been lied to and tricked into going; that there were a few "regulars" and that the balance were made up of the class usually picked by this agency for enterprises of this character, from such places as "the levee" in Chicago—men whose business is theft and robbery; who haven't the slightest compunction in regard to taking life if it can be done without danger to themselves, and who are always ready for a chance of this kind where they can take life without probable penalty, and which offers an easy job and a possible chance for plunder. The facts bear out this supposition in regard to many of those on the barges, for while the city tough is always ready for a fight provided the advantage is largely in his favor, as soon as these men found they were to face men who not only had guns but would use them, their only anxiety was for a secure hiding place. Such a fight was very different from the usual opportunity of shooting down unarmed men and women. It is our deliberate opinion—knowing, as they knew, the history of the Pinkerton agency; the character of the two men at its head; its entire disregard for law and their many murders, not only of workmen, but of women and children—that the workmen of Homestead not only had a right to prevent the landing of the Pinkerton force, but that it was their solemn duty to prevent it by force of arms if necessary. It was the first duty of the sheriff to prevent it, and had he performed his duty he would not have been a co-conspirator with Frick and the mill-owners in the murder of Homestead workmen. If a body of armed men had been taken into Pennsylvania for any other purpose than to coerce workingmen, what a howl would have been raised all over the land; or suppose, for instance, that a detachment of the Iowa National Guard to the number of 300 had been on board of the "ironclads," the whole power of the state of Pennsylvania would have been exerted, if necessary, to prevent their landing, and if that had not been sufficient, the national government would have interfered. But as it was only the Pinkerton army no authority interfered. Had the sheriff performed his duty, when first notified by the company that they intended to import an army, he would have notified them that they would not be permitted to do so, and upon the first attempt, not only the army itself, but all concerned in the attempt to invade the county, would be immediately placed under arrest. Had the sheriff taken such a course, bloodshed would have been avoided and there would not be a man, woman or child in America that would not ap-

plaud him for such a righteous action. He would have compelled the respect of even Frick, who now doubtless despises him for a tool which he has used. Here, too, is where the governor of the state failed to show himself equal to the emergency. He deserved the approbation of all for refusing to employ the soldiery at Homestead without cause, but he forfeited that approbation when he failed to take steps for the punishment of all engaged or concerned in the invasion.

At this writing it looks as if Carnegie's wealth, aided by misapplied laws and perverted justice, would succeed in defeating the Amalgamated Association and those who are allied with them, and in striking a blow at organized labor that will be felt through the entire length and breadth of the land, and more or less by every organization. THE CONDUCTOR does not desire to pose as an alarmist, but we verily believe that unless there is a radical change in the administration of the laws, we shall fall upon troublesome times in the near future. There will come a time when the people will rise in blind rage and the scenes of the French revolution will be repeated on American soil. The carnage at Homestead is but the forerunner of worse to come unless conditions are materially changed. "God help the rich, the poor can beg," is a maxim that has done duty for a long time, and that has fully exemplified the general tenor of law-makers and law-dispensers, but the time is at hand when it will no longer answer. Laws made and dispensed to protect and enrich the already overflowing coffers of the few, with the idea that *they* will protect the poor, must be radically changed to prevent such a tidal wave as may possibly sweep from the face of the earth the greatest nation at present in existence, in its present form at least. The press writes glibly of anarchy and anarchists, but what can be expected of the poor and ignorant when the wealthy are protected by law in employing armies to shoot at their bidding? The claim is made that the Pinkertons were not armed until after they were in Pennsylvania. Supposing they were not, does a legal quibble of this kind change the purpose of their employment or the self-evident fact that they were employed and sent to Homestead for the sole purpose of provoking trouble? Is there any more anarchy in the wildest frothings of John Most or the reckless bravado of Bergman than in the acts of Frick and the Carnegie companies? Far be it from us to even indirectly approve the murderous act of the assassin Bergman, or to encourage in the slightest degree anything in the way of the righting of wrongs by force and bloodshed, but we do believe it our duty to try to point out that such things are but the legitimate sequel of the

Homestead lockout and the battle of the 6th. Is it particularly strange that a man who, perhaps, has brooded over wrongs, real or supposed, until he is monomaniac upon the subject, should reason that if Frick may hire an army to kill men by the score and be free, "will not I do humanity a service by killing him; and if I suffer the extreme penalty, will not I be a martyr in the cause of right and justice?" We see, too, much and varied comment upon the fact that the workmen of Homestead *might* have used force to prevent others from taking the places vacated by them and that troops are yet necessary to protect the new employes. Long sermons are preached to us through the capitalistic press about the duty of the laborer to comply with the law of the land, and much is made of the violations of law and the rights of others by the workmen. The sermons, though, are principally on the effect as exhibited by the workmen and the cause provided by the employer is overlooked entirely. It is an axiom that no one will endeavor to controvert, that no man has a right to use force to prevent another from working, and that no one of the Homestead men has a right to intimidate another from working in the Carnegie mills. The men who do the intimidating and who would, perhaps, assault the "scabs," will freely admit that by doing so they violate the law, and isn't there something in the way of extenuation for them when we find a court, miscalled, "of justice," enjoining strikers from trying to persuade men not to take their places and the *same court* and *same judge*, when appealed to by the strikers, refuses to enjoin the employer from persuading dealers to refuse to furnish material to other employers that employ union labor? If A may be ordered by a court not to talk to B for fear he will persuade him not to work for C, ought not the same court to prohibit C from saying to D, "if you sell brick to E, who employs A and his fellows, I and my associates will boycott you and ruin your trade?" The "just judge" says "no."

We are told that the ballot is all powerful and that it must be used rather than the bullet, but is it extremely surprising that the men who cast nine-tenths of the ballots in the United States, after finding themselves deceived, tricked, and cheated again and again, and the ballot cast in good faith and sincerity perverted and used to bind them faster, shall finally resort to the bullet? When such conservative and generally respected men as Judge Gresham predict a reign of terror unless relief comes, is it not time for all to soberly and thoroughly consider our present situation and the road we are traveling?

"TIN SOLDIERS."

President Ingalls of the "Big Four" is quoted as saying that "the conductor who objects to train collectors, is one who is not satisfied with his salary," and while the language in itself is not objectionable, for conductors, like other men, are seldom satisfied with their salaries, but would always like to get a little more, still the inference given that the one who so objects is so much dissatisfied that he embezzles from the company, is objectionable, and we find it difficult to believe that Mr. Ingalls made the remark in the spirit in which it is attributed to him at least. It may be broadly stated as a fact that *all* conductors object to collectors and the exceptions are so few as to "prove the rule." The few who do not object are those who have philosophically determined to ignore the indirect accusation that is always made and ignoring the evil, accept the good of the system. Were the collectors placed on trains simply and only to relieve the conductor from the extra labor and vexation and to enable him to give his full attention to the safety of his train, certainly no conductor would object, and in that case when one was found who did object, the suspicion credited to Mr. Ingalls would be justified perhaps, but as it is, the placing of collectors on trains is a direct accusation of dishonesty against the conductors, and is resented by them exactly as it would be by any other class of men of equal standing and intelligence. It is an undeniable fact that in a great many cases, the passenger conductor has too much to do; too many things to look after, and he should be relieved of the duty of collecting fares and tickets; many accidents have happened just because the conductor had too much to look after, and the conductor certainly will not object to being relieved of a part of his labor if the relief does not come in the way of an unjust charge against his integrity. It is not the collector *per se* that conductors object to; it is the idea that is implied by the employment of collectors, that the latter are honest and the conductors are not. THE CONDUCTOR believes that collectors ought to be employed on all passenger trains with very few exceptions. It believes that there should be a definite and complete division between the duties of running the train and of collecting the revenues from it. It should not be done, however, as a reflection upon conductors nor because they are less honest than men who may be employed as collectors, but simply and only because the passenger conductor ought to be free from the matter and able to give his whole attention to his train. The experience of all roads that have made the experiment, has

been that the percentage of dishonesty is greater among collectors than among conductors, and it is but a short time ago that the papers were filled with accounts of the arrest of collectors on Mr. Ingall's own road. We are aware that this expression will meet with criticism from members and conductors generally and our position on the matter should not be misunderstood. The collector system as it is, we unhesitatingly condemn; as it ought to be, we approve and believe that the time is rapidly coming when conductors will be asking railway officers to put collectors on the trains rather than asking to have them taken off.

SPEAK THE WHOLE TRUTH.

"He who speaks clearly the truth and in behalf of the law is a much better friend of labor than he who, in labor's name, encourages the committers of crime." The above from the *Railway Age*, is a truth that cannot be controverted, but the *Age* does not "clearly speak the truth" in the article from which the quotation is taken, and in which it pats itself upon the back and complacently congratulates itself as the only true friend of labor. The *Age* supposes a strike at Homestead and dates all the trouble from the opposition of the workmen to the landing of the Pinkertons and consequently condemns the employés for all that has occurred. No writer or paper "speaks clearly the truth" in regard to the Homestead troubles that does not go back to the commencement of the conspiracy to disorganize and disrupt organized labor in the mills. The *Age* has no word of condemnation for those who employed the Pinkertons with the very evident purpose of provoking the workmen to an outbreak—no censure for the purile conduct of the sheriff who admitted a share in the conspiracy to import the Pinkertons, but censures the governor for not investing Mifflin township with an army before the laws of the commonwealth permitted him to do so. It goes on to hold the workmen responsible for the attempted assassination of Frick and says "it was the normal fruit of the tree of lawlessness which the strikers had planted." It ignores completely the fact that there was no strike, and that the workmen were locked out by Frick while they were endeavoring to effect a settlement, and that he not only locked them out, but announced that they must surrender their organization. If in the sentence last quoted, the *Age* will substitute "Carnegie Steel Company" for the word strikers, it will come somewhere in the neighborhood of truth. It complains of being abused by "certain of its railway contemporaries who profess to be especially devoted to the cause of labor because

of its stand in favor of law." This is not true so far as we have been able to observe; the condemnation of the *Age* is for its notorious unwillingness to be fair to the men, and its invariable habit of ignoring their side of any question, just as it has in this instance. The railway papers published in the interest of the employés invariably condemn the lawless actions of the men, but they claim, with THE CONDUCTOR, that when the law fails them, they have a right as American citizens to protect themselves from assassination by hired ruffians, and while the war between the workmen and the Pinkertons was illegal, the workmen had at least some excuse for their action in opposing them, and their opposition was no more illegal and certainly not so much of a wrong as the importation of an armed body of men to crush them.

BEING A ROLLER.

H. C. Ayer, who owns rolling mills in Youngstown, and confesses to having more money invested in iron and steel works than he wishes he had, said to some friends to-day: "We learn from the newspapers that some of the striking ~~men~~ men earn as much as \$15 a day. These are ~~the~~ rollers. The statement falls short of the ~~truth~~ truth, for many men in my employ at similar work have earned \$20 and \$40 a day, and they can do it in evening dress without soiling white gloves. They are skilled men in their line. Upon their skill depends the merchantability of our product, and it is costlier to put inexperienced men in their places than it is to pay them \$40 a day."—*Boston Journal*.

The above is a fair sample of the thousands of instances in which truth is perverted and made to do duty as falsehood and of the means taken to prejudice the general public against working men and handicap them in opposition to a reduction of wages. In iron and steel mills, the ~~skilled~~ workmen are not paid by the day, but for the amount of work done, and it is true, that under exceptionally favorable circumstances, some of them may earn on some particular day, the amount above stated. Mr. Ayer suppresses considerable information. A "roller" is what in other industries would be termed a "foreman," and has charge of a train of rolls and is responsible for the product turned out; he is paid for all the work done by the train of rolls under his supervision, and from the amount he receives, he pays the "helpers," usually five or six men. If the product of a heat is not perfect, he gets no pay for it and in some mills is fined by being compelled to pay for the material. Mr. Frick testified before the congressional committee, that 250 days per year was a fair average of the time the men work, the mill being shut down for a considerable time each year for repairs, etc

The average pay of "heaters" and "rollers" has been published as \$12 to \$15 per day in the Homestead mills, and it is claimed that the highest wages are paid there, yet in the statement submitted by Mr. Frick to the congressional committee, the average fell considerably below these amounts. But let us suppose that it is \$15, which makes \$3 750 per year. Is that such an extravagant rate when compared with the profits on the product of the mills, it having been conclusively shown, notwithstanding Mr. Frick's refusal to give information on that point, that the net profit is from \$7 to \$18 per ton? It is quite possible that a "roller" might work for a short time at a train of rolls producing merchant iron in white gloves and evening dress without soiling them, but in that case, he would simply give orders and superintend. A conductor might work at a wreck in kid gloves and evening dress without soiling them, but he is not likely to do so, nor is the "roller" likely to attempt anything of the kind, and that he *might* do such a thing is stated just to prejudice people who are ignorant of the iron industry and the work of rolling iron. This item is on a par with Frick's statement that Homestead workmen rode to their work in carriages; he did not state, though, that the men who ride are the "heaters" who work in a veritable hell, and that the riding is almost a necessity. They work with no clothing at all except duck trousers and a pair of heavy shoes with cork soles three or four inches thick, and just as soon as their work is finished, they envelope themselves completely in a heavy blanket, get into a tightly closed vehicle and are driven home where the utmost care is taken to avoid taking cold.

John F. Miller, general superintendent of the Pennsylvania lines in the southwestern system, was in the city yesterday, and when asked why it was when the Pennsylvania lines were doing such an enormous business it was necessary to cut down the number of men employed in the shops, said: "Our expenses are enormous, and we have got to reduce them somewhere; again, there is no money to our lines in hauling passengers for \$15 to New York and back, or from Indianapolis to Chicago for \$3.75." This statement does not coincide with the reports of the passenger officials. They say that the revenue from the passenger business on the Pennsylvania lines was never larger or even as large before. At the present time the road is going to no extra expense to haul the increased travel, or at least the increased cost per passenger would be trifling. If Mr. Miller is correct in his statement it would seem that the rate war is reacting, affecting the workingman in a manner which is anything but pleasing.—*Indianapolis Journal*.

Mr. Miller is not correct in his statement, but like many other railway officers he has an "eye to the main chance," and does not propose to miss an opportunity. The Pennsylvania like most other roads is always seeking an excuse for "decreasing expenses" by putting a greater burden on the employes, either in the way of a direct reduction of wages or by an increase of

labor. Let some one suggest a little legislation and they straightway proclaim that they must "reduce expenses" and they usually succeed in making the employes believe the tale and induce them to aid in defeating legislation and then they—"reduce" just the same. They "reduce" if some one suggests a restriction to a two-cent rate and passenger men and all join in telling how much they will lose by it. They engage in rate wars and cut the rate to half a cent a mile and the passenger men tell how much money they are making, while the superintendents and managers tell of losses and they must "reduce." If the Pensy is losing so much money on its passenger traffic it's an easy matter to stop the leak.

CARNEGIE ON FRICK AND THE CARNEGIE STEEL CO.

"Peaceful settlement of differences should be reached through arbitration. I would lay it down as a maxim that there is no excuse for a strike or lockout until arbitration of differences had been offered by one party and refused by the other.

"Some establishments in America have refused to recognize the right of the men to form themselves into trade unions, although I am not aware that any concern in England would dare take this position.

"The right of the workingmen to combine and to form trade unions is no less sacred than the right of the manufacturer to enter into association and conference with his fellows, and it must sooner or later be conceded. Indeed, it gives one but a poor opinion of the American workman if he permits himself to be deprived of a right which his fellow in England has conquered for himself long ago.

"While public sentiment has rightly and unmistakably condemned violence, even in the form for which there is the most excuse, I would have the public give due consideration to the terrible temptation to which the workingman on a strike is sometimes subjected. To expect that one dependent upon his daily wages for the necessities of life will stand by peaceably and see a man employed in his stead is to expect too much.

"In all but a very few departments of labor, it is unnecessary, and I think improper, to subject men to such an ordeal. In the case of railroads and a few other employments it is, of course, essential for the public wants that no interruption occur, and in such cases substitutes must be employed, but the employer of labor will find it much more to his interest, wherever possible, to allow his works to remain idle and await the result of a dispute than to employ the class of men that can be induced to take the places of other men who have stopped work. Neither the best men as men, nor the best men as workers are thus to be obtained."

In view of his past utterances and the present condition of things in the mills owned by him, where is there a more pitiful hypocrite than this man who attempts to pose as a philanthropist?

The O. of R. T. have secured an advance in pay on the Union Pacific.

W. H. Thomas, of Division 257, at Herrington, Kansas, was a pleasant caller recently.

The secretary of 243 inquires for R. M. McKinney. Can any reader give him any information?

New York City Division No. 54 gave a picnic at Lion Park, August 4th, which was a complete success in every way.

O. & M. passenger conductors have laid aside the regulation coat and are wearing dusters and white caps during the heated season.

The O. & M. have purchased twenty large freight engines of the Rhode Island build, and the first one will arrive about the last of July.

Any one knowing of the whereabouts of C. L. V. Felkner will confer a favor by communicating with M. D. Felkner, 65 Fifteenth street, Covington, Ky.

If Job Wood, who writes on an A., T. & S. F. letter head, will send his postoffice address, the Grand Secretary will be glad to reply to his inquiry.

New bridges are being rapidly built all over the main line, and the O. & M. to-day ranks second to none in first-class improvements.

Through freight runs have been placed between Cincinnati and Louisville, and this business is rapidly accumulating—much stock, meat, etc., being daily handled.

Governor Routt has refused to renew the Pinkerton license in the state of Colorado, and for such refusal deserves the thanks of every honest person in America.

The B. of L. E. of Pennsylvania advocate a law

to regulate the employment of the telegraph operators. In view of the recent Harrisburg accident it would seem to be necessary.

We regret to learn that the genial "Dick" Fitzgerald has been confined to the house for several weeks with a badly sprained ankle.

Receivers were appointed on the 25th inst. for the E. T., V. & G. system. Henry Fink and C. W. McGhee are the receivers, and, of course, the old management will be retained.

We are pleased to note that Brother Sargent has decided not to run for congress. He is in the right place now and is too good a man to be lost in the National "be ar garden."

The last issue of the *Weekly Review* of Taylor, Texas, announces that it will hereafter appear as the *Texas Railroader*. We wish Brother Carter and his associates continued and increased success.

Mr. C. P. Hammond, superintendent of the A. & C. division, having resigned, Mr. J. A. Dodson, superintendent of the S. C. division at Columbia, has been transferred to Atlanta to fill the vacancy.

John A. Hill, of *Locomotive Engineering* is looking over railroads in England and Germany. Readers of that excellent paper may expect to hear from him in regard to them through its columns.

The "block system" is being criticised on account of the Harrisburg accident recently. It is not the "block system" that is at fault, but the P. R. R. system of operating it with cheap and inexperienced telegraph operators.

J. B. Safford, of the Safford coupler, has interested himself in the matter of raising a fund for the education of Brother Hall's children, and his energy and push will be a valuable aid to those having the matter in hand.

Witnesses before the coroner's jury in Penn-

sylvania should be careful or they will criminate themselves under Judge Magee's ruling. If they saw the battle at Homestead they are guilty of participating in it.

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Colonel Streater could not wait an instant to punish a soldier who "hurrahed" because Frick was shot, but we have seen no record of the punishment of any soldier for insulting women on the streets of Homestead.

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If the member of the Benefit Department, who, in July, mailed a letter at East Buffalo, N. Y., to the Grand Secretary, which contained money, will send his name and identify himself, the money will be placed to his credit.

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Anchor Line Division No. 217 gives its first annual excursion and picnic at Slippery Rock Park, August 20th, and invites all who can make it convenient to be their guests on that day. THE CONDUCTOR extends thanks for an invitation.

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We are pleased to note the promotion of two worthy members of Macon Division 123—Brother S. I. Downs to be train master at Columbus, and Brother C. L. Bruner to be general yard master at Macon, both on the Central Georgia.

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The August *Century* contains an illustrated article on "An Ascent of Fuji the Peerless." Japan's great sacred mountain is called variously Fuji-no-yama, Fuji-san, Fujiyama, Fusi-yama, and Fuji plain and simple, but the first two are considered the proper spellings.

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As chairman of the joint committee of conductors and brakemen of the "Q" system during the recent conference with the management, Brother Ed Corwin won deserved praise and before leaving was presented with an elegant silver mounted pipe by his associates on the committee.

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A convention has been called at Indianapolis, Ind., for the purpose of forming a national union of street car employes. The circular calling the convention is issued by President Gompers, of the A. F. L., and it will meet in Manshur's hall at 12 m., Monday, September 12th.

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By a vote of 13 to 16, the Kentucky senate killed the bill prohibiting railways in that state from employing inefficient men as conductors and engineers. The sixteen senators who voted "nay" should be marked by all interested and their "promises" taken at their actual value hereafter.

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Hyattsville, Md., has adopted the single tax system for local taxation and the advocates of that system have an opportunity to practically demonstrate its superiority, though of course the opportunity is not so good as it would be were the field wider.

Trenton Division No. 42 will give its fifth annual excursion August 23d, and this time it will be to Kansas City. Those who have been "over the road" with this Division on any of their former excursions will need no urging to join them again.

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A report is being circulated that the N. Y. & N. E. will employ girls as waiters on its dining cars instead of darkeys. It will be a novel experiment, but if it enables the traveler to get meals without hiring the waiters to bring them to him, it will be a popular departure.

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Commissioner Stevens, of Massachusetts, has just been re-appointed by Governor Russell, which is pretty conclusive evidence that a practical employé makes a good commissioner. Brother Stevens is a member of the B. of L. E. and has held the position a number of years.

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Among the papers which express themselves plainly in regard to the Pinkerton outrage generally and at Homestead particularly, the *Cleveland Press* is a notable example, and its utterances give ample evidence that it is on the side of the workingman and not subservient to capital.

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A movement to raise a fund for the education of the orphans left by the late Brother John A. Hall, of the *Switchmen's Journal*, was inaugurated by the Carmen's Convention, and it is a movement that should have general support. Particulars will be given when the details are arranged.

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Some organization publications express sorrow for Frick. THE CONDUCTOR does not and if it did would be hypocritical. We condemn the assassin, but we cannot find by a minute examination that we are at all sorry that Frick himself has been compelled to undergo a little of the suffering he has so many times inflicted upon others.

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Mr. F. W. Carnahan, M. of T. at Atlanta, goes to Knoxville to assume new duties in office work, and Brother F. C. Worley, of Division 152, who is trainmaster at Rome, has his duties extended to Atlanta. Mr. J. G. Lindsey, C. D. at Atlanta, assumes the duties of M. of T. between Atlanta and Macon.

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We are pleased to note the enactment of a co-employé law by the lower house of the Kentucky legislature by a practically unanimous vote. The senate which killed the bill regulating the employment of conductors and engineers will undoubtedly protect their friends, the railways, when it comes to them, though.

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Mr. J. D. Clark superintendent of Atlanta division at Selma has been promoted to superintendent of the M. & B. division at Mobile, vice G. R. Talcott, resigned. The boys regretted to

lose Mr. Clark, but as Brother E. T. Horn, of Division 220, formerly yardmaster at Knoxville, has been made trainmaster in Mr. Clark's place, they are satisfied.

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THE CONDUCTOR can hardly credit the report that Brother Rickard, at present railway commissioner in New York, denies that he ever signed an agreement by which he secured the position and agreed to use his influence to have a conductor appointed to succeed him. The original document was missing for some time, but it lies before us as we write.

**

Mr. Frick declined to give the Congressional committee any information as to the expense of production in the Homestead mills, and after all of his professed eagerness for an investigation, he told just what he chose and refused to tell anything else, and his evidence summed up consisted principally of a garbled statement of the wages paid and misrepresentation of facts.

**

A bill was introduced in the House of Representatives making it criminal for railways to carry Pinkertons, and the *Glassworker and Commoner* thinks such a law should be matched by Pennsylvania making it unlawful for a street car line to carry burglars, and it thus cleverly exposes the ridiculousness of the proposed law. The law that is needed is one making Pinkertons unlawful.

**

The *Commoner and Glassworker* thinks that if the democratic convention had been held in July instead of June, Governor Pattison would have been the next president of the United States. It is but fair to the *Commoner*, though, to state that its opinion was expressed before the Governor was Superintendent Potter's guest at Homestead and before the troops were ordered out.

**

C. C. Scott, of Atlantic Division No. 120, and Frank M. Sanders, of St. Paul Division No. 40, have formed a partnership and taken the agency of the Guarantee Investment Co., of Nevada, Mo., for the states of Iowa and Minnesota, and they will be glad to send particulars to any one who will write them at room 412, Lumber Exchange, Minneapolis, Minn. Both the Brothers are widely and favorably known and we wish them success.

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Every time an officer of any of the organizations of railway employés happens to pass through St. Louis the enterprising reporters announce an enormous meeting to complete a federation of all the employés. Brother Clark met a committee from the Iron Mountain road on a local matter, and reports were immediately wired all over the Union that a federation had been formed that included five organizations and 125,000 members.

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"The Age of Labor has ceased its visits to our exchange table, probably on account of the roasting this paper bestowed on one of its associate liars, Mr. W. C. Walsh. If

it were not that we get the Age of Labor matter in the Switchmen's Journal, since the former commenced to print the latter, we might miss Mr. Rogers' productions, but as it is we are simply saved a little wear and tear by this act."

The above from the *Federationist* would seem to indicate that reconciliation does not reconcile, or perhaps this is not the kind of "personal journalism" its editor condemned at St. Louis.

**

Harry O Neil, formerly a member of Houston Division No. 7, was employed as conductor on the Mexican Central in August, 1891, and he was then reported as sick and soon to leave the City of Mexico. Since that time nothing has been heard of or from him by his wife, who fears that he is dead. Any information in regard to him will be thankfully received and will relieve an anxious wife. Address Mrs. H. O'Neil, corner Waverly and Everet streets, 5th ward, Houston, Texas.

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Rumor says that Geo. L. Sands is to have an important position on the I. & G. N. Mr. Sands is an able railway man, and if he will treat employés under him with a little respect and as friends, rather than an enemy to be opposed at all points, he can be a successful officer. It is almost certain though, that in any position he may take on the I. & G. N., or, for that matter, on any road where he may be employed he will find a prejudice against him.

**

During the latter part of July Conductors Edward Jones and A. P. Gould and Brakeman Edward Coghlan were arrested for robbing freight cars. Jones is a member of the Order and of the E. of R. T., and chairman of the general committee of the B. of R. T. for the Nypano. We sincerely regret that a member of the Order should be accused of such a crime, and if the accusation is sustained, the duty of his division is clear.

**

The mother and sister of W. G. Miller are anxious to hear from or of him and fear from his long silence that some accident has befallen him. He left Argentine, Kansas, where he was employed in the Santa Fé yard, saying he was going to Denver, and a rumor located him in the Rock Island yard at Denver. He is about 30 years old, black eyes, dark hair and very erect; usually clean shaven. Any information sent to W. T. Collins, Bivens, Texas, will be thankfully received.

**

Something a little unusual is opposition to an interlocking safety switch and signal for a railway crossing, but that is what occurred when the "Big Four" and C. & O. R. placed one in operation at Kansas, Ill. The citizens of that burg petitioned the railway commission to prevent its use. The reason for the objection was that with an interlocking apparatus trains do not stop for the crossing, and this will deprive the Kansans of the service of fast trains.

**

On June 29th, Mr. L. Ray Mack and Miss Blanche Ingham were united in marriage at the

home of the bride's parents, in Hornellsville, N. Y. The bride is the daughter of Brother Ingham, an old and respected member of the Order. Brother Ingham and his wife have been visitors at many of the Grand Divisions, and will be pleasantly remembered by many who have met them. The best wishes of THE CONDUCTOR are extended to the happy couple.

**

St. Nicholas Magazine has been getting suggestions from its readers as to a national song. "The Star-Spangled Banner" seems to have the strongest existing claim to that honor, but one young person, who objects to the words but thinks well of the music, makes the novel proposition to fit the words of "My Country 'tis of Thee" to the music of "The Star-Spangled Banner." The editor of *St. Nicholas* suggests that she seek some quiet place and try the effect of mixing the two very cautiously.

**

Brother Crouse, of the *Neodesha Register*, has the "sympathy" of Brother Martin, of the *National Federationist*, because the former was displaced from the Kansas legislative board of the B. of L. E., after misrepresenting the men who placed him on the board. Brother Crouse should return the compliment, for if the latter does not need the sympathy now he soon will, and the cases will be so nearly similar as to warrant "a fellow-feeling" that should make these two warriors "wondrous kind."

**

The Columbus (Ohio) *Dispatch* notes that Miss Naidee V. Feltrow has just completed a course of dramatic lessons and will soon appear on the stage. The *Dispatch* speaks highly of Miss Feltrow's ability and genius, and members of the Order will be interested when they know that she is the daughter of Brother Harry Feltrow, secretary of the "Old Reliable" and a prominent member of Hollingsworth Division of the Order. THE CONDUCTOR extends its best wishes to the lady and hopes her success may be unlimited.

**

Some of the citizens of Homestead, in no way connected with the Carnegie mills were summoned by Sheriff McCleary to act as deputies; most of them failed to appear at the appointed time, while the few who did appear, declined to serve unless H. C. Frick was also deputized, one of them saying: "He has more interest here than we have, and if he does not take interest enough in his property to be one of the guards, we will not be." And why should Frick's millions excuse him from serving?

**

At the opening meeting of the Brotherhood of Locomotive Engineers' Grand Convention on May 11, in Atlanta, the order was presented with a handsome floral welcome offering by Atlanta Division 180, Order of Railway Conductors. The presentation speech was made by Brother O. Reneau, Division 180, who is the O. R. C. member of the Atlanta city council, in a very appropriate manner. Many of the engineers who saw it say it

was the handsomest design of flowers they have ever seen. We are in receipt of a photo of the flowers, sent us by Brother M. J. Land, and who originated the plan of presenting the flowers.

**

The Ohio House of Representatives have passed a bill protecting employés in their right to organize. As an encouragement to organizations such a law is of benefit, but as a matter of protection to the individual who may be dismissed for becoming a member of an organization it will be of no avail, for the employer can always find "reasons plenty as blackberries" for a dismissal, and a united and thorough organization is worth all the laws that can be placed on the statute books.

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While in the discharge of his duties as freight conductor on the Michigan Division of the Big Four Railway a few days since, Brother A. T. Thompson, of Division 103, was instantly killed. A letter on the subject received by the G. C. C. states that in the trouble thereby brought to the Brothers and the bereaved family, such consideration and assistance was given by the superintendent and trainmaster as to intensify the regard and respect of the members for them. It is pleasant to hear such expressions of confidence and pleasant to know they are merited.

**

The Senate committee amended the House safety equipment bill, placed it on the calendar and then congress adjourned. The employés should take such action between now and the next session of congress as to make it very plain to the members that they are in earnest. A committee of five from each of the organizations has been suggested and Brother Shaw has requested a meeting of such a committee in Chicago, in September, to formulate a plan and organize for effective work. We hope to see some good from it.

**

The greatest of all shows this year will be the Minneapolis Industrial Exposition which opens Aug. 31. The management have spared no pains and expense in gathering what is conceded to be the best display ever within the walls of the building. The whole world has been ransacked for novelties that will not only please, but instruct as well. The collection showing a facsimile of the abodes of the Cliff Dwellers is alone well worth several times the price of admission. This unknown race is the marvel of the scientific age, and it is only within the past few years that anything definite has been known about them.

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Among the supporters of Hon. Dick Dalton for the nomination for governor of Missouri, none were more enthusiastic or energetic than our good friend and Brother, Volley Hart, of Division No. 60, and while the railway employés of the state were generally disappointed by the result, none took it quite so much to heart as Volley. In the Dalton headquarters at Jefferson City hung a fine crayon portrait of the genial Dick, and many requests were made for the portrait as a memento

of the occasion. Col Dalton, however, decided to give it to Hart, and it now adorns his home in Sedalia. Hart is a hustler in whatever he undertakes.

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We commend to Sheriff McCleary and Governor Pattison, the following utterance of the mayor of Cleveland, Ohio: "We want quiet and order in this city, and the importation of those men (Pinkerton 'officers') tends only to incite riot. We will have no militia or any arbitrary action by the police until outbreaks of violence occur. Strikes are unfortunate affairs at best, which cannot be helped, even in the best regulated cities, and although we are put to inconvenience by the stopping of the cars, yet there are certain rights of the men which must be considered." The occasion was a strike of street car employes.

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Prof. David P. Todd, of Amherst College, will describe in the August *Century* an ascent of Fuji-san, the sacred mountain of Japan. His expedition was one of several which have been made possible by the bequest of a wealthy and eccentric Boston gentleman, who left a fortune of \$200,000 to a board of trustees, with discretionary power to employ it in establishing and maintaining an astronomical observatory on some mountain peak. The fund is now managed by the Harvard College Observatory, and experimental research has been conducted at high altitudes in different parts of the globe in order to show the precise nature of the improved conditions of vision, and to ascertain the best location for the mountain observatory.

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Evidence accumulates that the trouble at Homestead was brought on in pursuance of a deep laid and long considered plan to cut wages and destroy the organizations. Frick and Captain Rodgers both testified before the Congressional committee that arrangements were made for the employment of the Pinkertons on June 25th. This was before the lockout and while the men anticipated a compromise. It now appears that Captain Rodgers made application to have the license for his boats Tide and Little Bill changed from tugs to passenger boats June 11, and this is good evidence that the transportation of the Pinkerton army was under consideration before that date and that the Captain and Frick both lied to the committee.

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The *Age of Labor* has a caustic way of puncturing inflated bubbles that impels us to frequently quote, as, for instance, it says of Col. Streater: "He has not found the circumstances such as made it necessary to shoot any strikers, but he promptly got to the front when a private got jubilant because Mr. Frick's aristocratic hide was perforated by a madman's bullets. The colonel, however, should be criticised very gently. He is a gallant soldier. His dazzling record as an officer consists of having worn blue cloth and brass buttons far from fields of battle, and there is evidence on record to show that he has slept alone in the woods."

The good sense and good judgment of Captain Gerbig of the 8th regiment undoubtedly prevented a repetition of the bloodshed of July 6th, which would have been caused solely by the arbitrary and it seems to us illegal action of Martinet Snowden. When McLuckie was released on bail, his comrades at Homestead prepared to give him a rousing reception and had arranged for a street parade and speaking. Snowden issued an order to "stop those proceedings" which if carried out as given was certainly a provocation to, rather than a prevention of riot. Fortunately Captain Gerbig was selected, and by quietly explaining to Burgess Bryce and appealing for his assistance, the men were dispersed without difficulty or trouble.

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Just previous to his departure for the engineers' convention at Atlanta, Ga., while the board of adjustment was in session at Washington, Ind., Brother W. N. Cox, the delegate for the entire membership of engineers on the system, was presented, in a neat speech by Frank Evans, with a fine solid gold watch, appropriately engraved. Brother Cox is certainly deserving of such consideration, and bore his honors with becoming dignity. For a number of years he has been repeatedly elected as their delegate, and has proven himself on all occasions as equal to any and all, and is noted for his ability in handling grievances and adjusting same. Bill, accept the congratulations of Seymour Division No. 301, O. R. C.

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Conductor Tom P. Cooke, lately in charge of one of the regular night mixed trains between Hempstead and Austin on the H. & T. C., has just been promoted to fill the vacancy occasioned by the transfer of Conductor John Marshall of the main line to the position of extra conductor on special trains, such as the monthly pay car, etc. Conductor John J. Donovan, on one of the regular day freight trains, takes Mr. Cooke's place as ticket puncher on the night mixed train. Both gentlemen are veterans in service and have worked their way up from the ranks. Both will fill the requirements of the company in line of promotion, viz., experience, competency and good looks. The man to fill Conductor Donovan's place on the day freight run has not been designated yet.

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For some little time past a committee of members of the Order and the Trainmen on the C., B. & Q. have been conferring with Vice-President Harris and the general managers of the different roads in the system, and last week an agreement was arrived at that is eminently satisfactory to all interested. The inflammatory dispatches printed in some of the Chicago papers to the effect that Mr. Harris refused to treat with the committee, and that a strike was imminent, were untrue and there was not at any time the slightest danger of a strike. The committee were well received and courteously treated by the management at all times.

* *

An incident that shows something of the trials of the Homestead workmen and a good reason why they should object to the presence of troops,

is related by the *Pittsburg Post*. A Homestead clergyman was showing a friend, a stranger in the vicinity, around the place and on a hill overlooking the Carnegie mills and a part of the town, the friend placed an opera glass to his eyes and turned it toward the mill; he was instantly directed by a sentry to put the glass away and informed that no one was allowed to look at the works through a glass. In the effete east and under almost any of the despotic governments, "a cat may look at a king," but in free America, and under a government loudly proclaimed as the best on earth, a citizen may not look at a Baron Carnegie's mill.

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At a meeting of the representatives of the divisions of the Order in the state of New York, Brother C. E. Weisz was selected as their candidate for the position of railway commissioner to succeed Michael Rickard and members of the B of L. E. in New York are pledged to give him their hearty support. In view of the agreement made when Brother Rickard was appointed, the fact that there are one or two members of that organization who are candidates for the position is not creditable to them or to the few members who support them. The agreement has been strictly kept by members of the Order, and there is written evidence from Brother Rickard to that effect.

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From the way in which it was stated, one would suppose that Mr. Frick considers it a crime for a workman to ride in a carriage and a personal injury to the millionaire that he should get pay enough to be able to have a carriage. Baron Carnegie told the late Congressman Scott that his net income from one mill was \$5,000 per day, and it is stated that he has received \$6,000 per day from the Homestead mills. It is quite likely that this is exaggerated, but supposing that he receives only \$5,000 or \$6,000 per day from all his mills, how does it appear for his manager to protest that because some of his workmen can make \$14 per day they should be reduced, particularly when considering the fact that it requires long years of apprenticeship to become a heater, and that the work is so severe that only the most robust can perform it at all, and only for a short time comparatively.

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"Uncle John" Marshall can not wear a military title because during the last spat between the states he was one of the few men whom the confederate conscript law could not order to the front, as he was one of the three locomotive engineers on duty pulling the trains of the company to Millican, Brazos county, then the terminus of the Central. He was then a fine looking young fellow and always took great pride with his long black hair and whiskers and was the envy of all the Houston dudes of thirty years ago. In later years he washed the coal-dust from his handsome face and put on the uniform of passenger conductor and has worn it ever since with honor to himself and the company. When Engineer Marshall was in the cab of locomotive No. 2 thirty years ago the company had three engines for service, and Master Mechanic Rufe Snyder kept two

relief gangs of machinists on duty in a wood shanty roundhouse keeping them in running order.

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We are not posted on military affairs, rules and regulations, but if Governor Pattison has the authority and does not dismiss in disgrace, Colonel Streator and General Snowden, he himself should be peremptorily dismissed by a unanimous vote of the workmen of Pennsylvania at the first opportunity. If Iams had personally shot Frick, Streator could not have punished him and he would have had a trial. But for what seems to have been but a freak of boyish bravado, he is punished by a bit of torture from the dark ages, inflicted without trial and by order of an officer who is unworthy to bear the name of soldier, and to this torture the general in command adds additional punishment and disgrace, and this, too, without trial, and then prates of "treason, anarchy and riot" as an excuse. If these two officers are not dismissed in disgrace our opinion of the manhood of Pennsylvania citizens will be materially changed if the national guard of that state is not reduced to a corporal's guard within the next few months.

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"In this case a human fiend has a young man tied by the thumbs and hung up. The fiend sits in his tent, gives the order and the young man is strung up by dupes of the officer. In this misery he is asked to apologize, but stoutly refuses. He is kept hanging there until even the fiend himself allows him to be cut down. The outrages of Indians, who know nothing but savagery, have been written of much, but I believe that Sitting Bull in his palmiest days would have scorned to do what that man did. If a dog had been hung up in Pittsburg the humane agent would have taken action, but here is a human being treated like a brute. It does not look as though the spirit of barbarism had been removed from our Christian civilization."—*Rev. J. D. Sands, of Pittsburg, on the Iams outrage.*

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The *National Federationist*, the self appointed representative of the Supreme Council of the United Order of Railway Employés, learns from THE CONDUCTOR that the organization is non est and prophecies that "system federation upon the plan first proposed for national federation will yet prevail." We dislike very much to display our ignorance, but if system federation is to prevail on the plan proposed for national federation and national federation has proven a failure how will it be any improvement on the U. O. of R. E., and if system federation is national federation, how can it be system federation? Possibly our esteemed contemporary can demonstrate that the terms are synonymous and that white is black and vice versa, but it's too deep for us, and before endorsing the prophecy, we wait further particulars.

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Chairman Oates of the Homestead Investigating committee is said to be very much chagrined because the committee declined to accept the report that he had written, and postponed its re-

port for further investigation. It does not seem to us that a postponement was necessary, and it is likely that the postponement may be the beginning of the end of the seemingly energetic action of our law-makers. They probably expect that things will quiet down by next December so that no action will be necessary. The committee deserve credit, though, for rejecting Chairman Oates' report if it is as stated in the press dispatches. His final decision was that congress could do nothing for want of jurisdiction, and when it is remembered that this same Chairman Oates tried to bury the original Watson resolution in his committee and announced that there would be no report on it, because congress had no jurisdiction and that it was only resurrected in obedience to an order from the House, the decision he arrived at after weighing(?) the testimony is not surprising.

* *

James Bryce, one of the Homestead workmen, seems to express the general determination of his fellows. He says:

"Until Mr. Carnegie secures two or three additional amendments to the constitution, our right to keep and bear arms will not be infringed. We are not children in Homestead; we know our rights, and we will maintain them. There are men here prepared to lay down their lives in defense of what is, or what they think is, right, and surely we have the right to drive away an illegal force of hired assassins, brought here for the sole purpose of intimidating us. When the militia of Pennsylvania came we were prepared to give them a hearty welcome, and General Snowden saw fit to refuse contemptuously our advances. Well, we can get along with the troops or without them. We are Americans who are not so fond of life that we will not stack it up, and call anybody, we care not who, that attempts oppression. The people outside do not understand this Homestead position. Most of the men expecting continuous employment here have put their savings into homes, which will be lost if we are to be driven away from this town. The Carnegie mills were built up by us; the great profits of the concern were made by us. Our labor was expended for Scotch castles and free libraries. We do not say that Carnegie, Phipps & Co. do not own the mill property, but we do say that we have some rights in it ourselves. We have been constantly led to believe that the Amalgamated Association would be permitted to direct and control our interests. We have bought Mr. Carnegie's land on that theory, and we are now in such a position that we must lose all that we have or win this fight. I think we will win it."

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The informations made against the leaders of the Homestead rioters on the charge of murder were not made by the coroner, sheriff, district attorney, or other officer of Allegheny county or of the commonwealth of Pennsylvania, but by the secretary of the Carnegie Steel Company, not, however, he says, as an officer of the company, but as a "private citizen." But to this statement the secretary immediately added the following one: "Our preparations for these prosecutions began on June 29." That is to say, the company began to make preparations for prosecuting 1,000 of its men on the charge of murder on the day that it broke off negotiations with its workmen, or seven days before the murders were committed, or before any signs of murder or lawlessness were in evidence. This fact, taken in connection with Chairman Frick's statement, made to the congressional committee, that he employed the Pinkerton force on the 26th of June, or three days before he broke off negotiations with the employees of the company, has the appearance of grave significance. The secretary further said, according to the Associated Press report: "There are good cases against 100 of these men, and from now on twelve to fifteen informations will be made every day. The idea is to make them just as fast as the authorities can handle them.—Philadelphia Ledger.

Can there be any further doubt in the minds of any one, as to the persons who are guilty of murder in connection with the battle of Monongahela? On another page we have cited proof that preparations for the introduction of the assassins were

commenced early in June, and now we have the admission of Secretary Lovejoy that preparations for the prosecution of workmen for murder was begun June 29th, a full week before the deaths occurred for which they are charged with murder.

* *

A pleasant event took place here this morning, when train No. 1, northbound, pulled in. After Conductor Regester had reported his train at the telegraph office he was met outside by a delegation of railroad boys belonging to the Austin division of the Central. Engineer Brady, the oldest man in the service on the Austin branch, held a fine gold watch in his hand and tried to make a speech, but failed, although he had rehearsed it half of last night. Conductor Donovan was requested to fill the position of orator and he acquitted himself in a splendid manner. Conductor Regester had only seventy seconds in which to return thanks before giving his engineer the signal, "Go ahead." The inscription inside the case is, "Presented to our friend, William Regester, from the employés of the Western division of the Houston and Texas Central railway, June 8, 1892." Conductor Regester exchanged places with Conductor Darrow of the main line a few weeks ago after nineteen years continuous service on the Austin division. The testimonial was purchased by men representing all departments of the division and shows their high esteem of the recipient.

We clip the above from a Galveston paper and congratulate Bro. Regester, who is a worthy member of the Order.

* *

For several days during the first of the month, extremely sensational stories were printed by the penny-a-liners of the Kansas City and St. Louis papers in regard to a huge "conspiracy between ticket agents and conductors running into Kansas City to defraud the companies," the newspapers detailing with great circumstantiality the exact modus operandi of the conspirators. The outcome was to be the dismissal of practically every conductor running into Kansas City, as well as all the ticket and passenger agents, and the arrest and prosecution of most of them. To prevent a recurrence of anything of the kind, collectors were to be placed on all trains, the Missouri Pacific being named as the first road which was to employ the "tin soldiers." Notwithstanding the denial of General Manager Smith, the papers persisted in repeating the stories, while several days after the denial, a dispatch from Kansas City stated that "this morning a collector went out on every train on the Missouri Pacific road." No conductors have been discharged, no "conspiracy" developed and not a single collector has been employed, and none will be employed, by the Missouri Pacific, at least.

* *

A Bone correspondent criticises us for criticising the M. C. B. coupler, and says that on the Northwestern it is perfection, but we are inclined to think that our good brother assumes a little too much in saying he speaks for the employés in the freight service, neither does he attempt to explain why the percentage of injuries in coupling

has largely increased during the past two years, and if he will visit the "scrap heap" in either Boone or the other terminus of his run, we think he will find ocular evidence that the M. C. B. coupler does break. We would also like to have, if it can be procured by our Boone brother, a record of the coupling injuries on the Northwestern for the past five years and see if the percentage of injuries have not materially increased with the introduction of the vertical plane coupler. We willingly take a place with the "back numbers" if to advocate a link and pin coupler places us there. It should not be understood that we advocate the old link and pin draw bar though; we believe that there are real automatic couplers of the link and pin type that are very much better than the vertical hook that will not increase, but on the contrary will diminish the risk during the period required for change, and that are really automatic, while the latter is *not* an automatic coupler. We are glad, however, to hear from Boone and will be glad to hear from others, no matter whether they coincide with us or not, and if the majority of our members speak in favor of the M. C. B., we will cheerfully yield our personal preference to their actual experience.

* *

A B. & O. passenger train handled by a Wis. Cent. engine ran into a railing and injured a number of people in the Grand Central depot in Chicago recently; cause, "brakes failed to work." The *Railway Age* states that it is the opinion of General Manager Ainslie of the W. C., that the reason the brakes failed to work was because the engineer failed to pump up air after exhausting it in previous stops. What we don't know about air brakes and air pumps is a long story, but we have always supposed that the air pump worked automatically, and kept the air pressure constantly at a certain point, and that after the brakes were used the pump automatically increased its action until the full pressure was regained. The exhaust from a pump is certainly vigorous enough after an application of the brakes so that its absence would be likely to be noticed by an engineer, even if, as seems unlikely to us, there were repeated stops enough to exhaust the pressure entirely, and we can hardly understand how the engineer "failed to pump up the necessary air" unless the pump had stopped from some cause and he failed to notice it. On a long grade where much braking is required, the pressure in the auxiliary cylinders can be exhausted so that the brakes cannot be applied when the "automatic" is used without the retaining valve, but it hardly seems to us that any such condition is likely to arise on a train coming into a depot at Chicago. This looks to us very much like a case of making a scape-goat of the engineer.

* *

A drowsy August afternoon, the light shimmering through the dense leaves of the broad spreading beech tree; a figure lying upon the grass holding in his hand a magazine—not too heavy—just heavy enough for easy holding—the *Cosmopolitan* for August; just the sort of reading matter for a midsummer afternoon—full of attractive illustrations; scenes and life in the far off Phillipine Islands, with an experience of an

earthquake; photographs on the Atlantic Beach accompanying a charming sketch of Jersey's "Salt-Water Day," by Hamlin Garland; charming Spanish bits by the artist Chase; lovely vistas and enticing groves, illustrating a California Farm Village, in which Colonel Fitzsimmons describes the growth and development of a model community of fruit farms. Of the fiction, Henry James, "Jersey Villas," makes a delightful midsummer reading and there is an old story of Southern Life, while Curiosities of Musical Literature will furnish a half hour's entertainment for every lover of music. English high society is always an interesting subject when discussed by one who is of it and knows it thoroughly. Henry Arthur Herbert, of Macross, formerly an officer of the guards and an M. P., gives in an entertaining way the cause of the revolution which has taken place in the society of London during the past thirty years. Even Murat Halstead's description of the convention at Minneapolis is breezy and bright, and the beautiful photographs which illustrate an article on Bridges and Bridge Building would attract a very unscientific reader. The one heavy article of the number is that of the famous English writer on Evolution, St. George Mivart. It is a part of the discussion in which he seeks to harmonize the principles of evolution with the doctrines of Christianity—one of the most important series of papers ever produced in a magazine, and attracting the widest attention among religious and scientific minds, both in England and this country.

* *

All the world knows that a number of the Homestead workmen, including McLuckie, O'Donnell and other leaders, have been arrested on a charge of murder sworn out by Carnegie's superintendent. It is also known that a number of the Carnegie officials have also been arrested on charges made by one of the workmen. That any will be convicted is not expected by any one unless possibly Frick thinks that money may convict the workmen who haven't got millions to defend themselves with. There is probably not a jury that can be obtained in the United States that would dare to convict a single one of the workmen of even manslaughter for protecting themselves against such an attack as that of the 6th of July. On the other hand it is not at all likely that a jury will ever have an opportunity to pronounce a verdict upon the leading officials of the Carnegie company. The Carnegie and Frick wealth will find legal quibbles and technicalities enough to tire out the prosecution if they do not find a way to have the cases dismissed directly, so that no jury will ever have the chance to decide in their cases unless they decide to sacrifice some minor official. It is sincerely to be hoped that the trials may progress far enough so that the full truth in regard to the conspiracy to break up the organization and arbitrarily reduce the wages 30 to 40 per cent. may be brought out, but it is extremely doubtful. It has already been demonstrated that Pennsylvania courts are not for the relief of workingmen. A laborer may be enjoined from doing almost anything, but the employer may do the same thing and the same court refuse an injunction on application of the employé. The arrest of Frick and his subordi-

ates has been of benefit in one way, though, for it has emphasized the fact stated above. When McLuckie was arrested, bail could not be taken without a formal hearing, and that could not be had without formalities that compelled McLuckie to spend the night in prison. When, however, Lovejoy, Potter and others were arrested, there was found to be nothing whatever in the way of accepting bail immediately, and arrangements were made for Frick without his presence. Of course his wounds made an excuse for that, but rather a slim one it would seem, from the fact that he was in his office the next day or so.

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IS IT MURDER TO MIND YOUR OWN BUSINESS?

Judge Magee, of Pittsburg, says it is. In his remarks in the matter of the application of John McLuckie for bail, the learned judge says: "The law, as I read it, makes every man who stands idly by during a riot, without an effort to suppress it, a participant in the riot, and he is guilty of being a rioter." It seems from appearances that, in the opinion of the judge, a man may hire other men with a definite purpose of creating a riot and not be guilty, but if he be a disinterested spectator he is guilty. It is stated that the Carnegie company had detectives among the workmen on the fatal July 6th, whose business seems to have been to incite riot and procure evidence of it that would convict the workmen and thus aid the Carnegie cause, and it stated that photographs are to be exhibited in evidence on the trial of McLuckie, O'Donnell and others. How would it do to apply the principle laid down by the judge to these detectives and photographers when they appear to testify?

THE PRESS ON HOMESTEAD.

C. L. Magee, Pittsburg.

I cannot interfere. H. C. Frick has full and entire charge. CARNEGIE.

Whether the Pinkerton men had a right to go to Homestead or not, it is very evident now that had the strikers permitted them to enter the mills they were hired to guard there would have been no bloodshed. Who is responsible for the murders that resulted? The coroner of Allegheny county, Pa., will answer.—*Cleveland Leader*.

But, if he be a fearless man and an honest officer, he will fasten those murders upon the Fricks and others who imported the professional murderers from the slums of Chicago and Philadelphia. Somebody ought to be hanged for those crimes. It was not the mill employes' money that armed and imported those rum-soaked whelps, who without oath or authority of any kind shot down citizens. If your coroner does his whole duty he'll locate the necessary hangings where they'll do the most good, for the whole nation and humanity in general.—*Cleveland Press*.

Neither the law nor the military can coerce Mr. Frick in the management of his works as long as he does not violate the law or wantonly provoke a breach of the peace; but every consideration looking to industrial harmony should dictate a generous rather than a vindictive policy on the part of the managers of the Carnegie mills.—*Philadelphia Times*.

Mr Carnegie did not want his property protected or he would have sought the aid of the proper authorities; a riot he wanted and a riot he got. He sent 300 armed thugs, picked from the slums for their viciousness, instructed to shoot at the least provocation, and it is not to be wondered that the citizens of Homestead gave them a warm reception. Either a law must be passed prohibiting the hiring of private armies, or else private armies will smell powder. If the Pinkertons are hired to fight they will have to earn their wages. There never has been a time when the citizens of Homestead were not perfectly willing that the constituted authorities should have complete control, but when Carnegie erects a real fort, equipped with munitions of war and manned by a private army, American independence asserts itself.—*Taylor (Tex) Weekly Review*.

"Homestead" will probably mean other things than this still. It will mean the death-knell of Pinkertonism, we believe. It ought to mark the ending of that whole company of assassins; mark a beginning of an inquiry into their use; and the country will be shocked to know to what degree this institution—yes, "institution"—has grown.—*Indianapolis News*.

The Pinkerton question is one that is acquiring considerable interest and importance, and there is no doubt that the employment by capitalists of a large force of trained private police in case of trouble with workmen has a very exasperating effect. A force of this kind causes fierce antipathy where regular officers of the law might command respect and submission. Where property is in need of protection from attack the regularly constituted authorities should be able to afford it, and it is a question whether the resort to the aid of an organization like Pinkerton's agency is not calculated to produce the results which it is intended to prevent.—*New York Times*.

When Andrew Carnegie received the news of the fight at Homestead, he had just arrived with a coaching party at Aberdeen. "The strike is most deplorable," he said, "and the news of the disaster, which reached me at Aberdeen, has grieved me more than I can tell you. It came to me like a thunderbolt in a clear sky." Andrew's tears must have watered every thistle blow and heather bell of old Scotland. Yet he could not interfere and save human lives, because "Frick had entire charge." Poor man. It is sad to see him grieving over the Homestead butchery, when a word from him by cable, costing \$1, would have saved bloodshed and the consequent loss of human lives. The Pinkerton thugs cause more riots every year than all the strikers do in ten.—*Elmira Sunday Telegram*.

This is a democratic republic. ☐ Carnegieism is baronial. If feudalism comes in contact with democracy, feudalism will go.—*Chicago Herald*.



In the August *St. Nicholas* the artist W. A. Rogers describes "A Quiet Beach," which exists somewhere within an hour of New York City and yet is idyllic in its quaint simplicity. Mr. Rogers preserves this Eden from intrusion, however, by resolutely suppressing all details that would lead to its identification. The illustrations and text together are simply tantalizing.

Isn't there a proverb winding up with the words "as a cat dreads water"? Yet, if a writer, Mr. John Coleman Adams, in this magazine is to be believed, he knew a cat that took to swimming with the ease and grace of a duck, or, at least, of a duck-billed platypus. This cat was a midshipman, and made a long cruise with the author on the good yacht "Eyvor." Mr. Adams's bright story is excellently illustrated by W. H. Drake. We particularly commend that picture which shows "Middy's" wild flight from the galley, pursued by such missiles as came handiest to the cook.

Perhaps you never thought how it was that a snake, though he has no legs at all, makes his way so rapidly in the world. An article in the August *St. Nicholas*, "Something About Snakes," explains that the snake has two feet to each leg, and has various other amazing qualities about which it is just as well to know. Mr. J. C. Beard's pictures of the rattler, the cobra, and other varieties of the arch enemy of man, are almost too good. The author relates that, while putting a snake into her collecting-can, she was asked what she was going to do with it. "Preserve it," she replied. Whereupon the other woman asked, with increased interest, "Do they make good preserves?"

Captain Charles W. Kennedy, formerly commander of the White Star steamer "Germanic," has contributed a simple little story explaining "How Ships Talk to Each Other," an account of the international system of signals. Of course, the children will want to know all about this, and if it should happen that you older soldiers were a little rusty on the subject, you will find it worth

reading up. Follow Captain Kennedy's story with that which comes next in the magazine, an account of a thrilling bit of news conveyed by a British vessel to an American merchantman.

Kate Tannatt Woods has a clever story entitled "The Jollivers' Donkey."

One of Oliver Herford's unique creations appears this month—an owl who is a convinced skeptic as to the "early worm." The pictures are delicious.

In this number Jack-in-the-Pulpit presides over a most suggestive debate upon the question of "Our National Song." Mr. Rossiter Johnson is quoted as saying that our national poem or song does not, and at present cannot, exist. But others take a more cheering view of the situation. The weight of opinion seems to favor the "Star Spangled Banner."

Certainly the subject is one with which our young people ought to concern themselves.

The August *St. Nicholas* is emphatically a vacation number; that is, an outdoor number, for Americans are usually sensible enough to make vacation mean out-of-doors.

No less than five articles deal with the salt sea: "Midshipman," "The Cat," a description of a young kitten that lived aboard a yacht and took to the water as if it was amphibious; "A Quiet Beach," by the artist W. A. Rogers, a description of an ideally old-fashioned beach, with a lighthouse, a clam-bake, a beach-comber, and other delights, and without booths, bangs, or boisterousness; "Signaling at Sea," and "What News?"—In Mid-Ocean," two accounts of how messages are sent from one vessel to the other at sea; and "A Fishing Trip to Barnegat," telling how two boys and their uncle went out upon the bay and caught fish to their hearts' delight under the patronage of "Captain John."

The serial sketches and stories—nowhere so good as in *St. Nicholas*—are quite as attractive as these shorter articles, and there are, besides, the poems, bits of verse, and the departments that round out the magazine into a delightful companion for boat or cars.

The August *Century* has a handsome new white and green cover marked "Midsummer Holiday Number." It is notable not only for its midsummer characteristics, but as celebrating the centenary of the poet Shelley by a frontispiece portrait and a striking essay by the poet George E. Woodbury, who is one of the chief Shelley scholars of America. Mr. Woodbury gives a very high estimate of Shelley's work in the hue of modern civilization, and says that "those to whom social justice is a watchword, and the development of the individual everywhere in liberty, intelligence, and virtue is a cherished hope, must be thankful that Shelley lived." In "Open Letters" Mr. John Malone gives an interesting result of a patient "Search for Shelley's American Ancestor."

The number is gay with pictures and with stories, both serial and short. The first article is a fresh account of the ascent of Japan's sacred mountain. The ascent was made to ascertain the availability of the peak as an astronomical station, but the interesting description of the journey, with its beautiful illustrations, makes the article delightful summer reading.

John Burroughs in "Glimpses of Wild Life," gives the readers of the midsummer number a peep at hawks, foxes, thrushes, woodchucks, and other intimate friends of his, in his usual charming manner.

Professor C. A. Kenaston writes of "The Great Plains of Canada" with the intimate knowledge that brings those vast solitudes vividly before the reader. The article is illustrated by Frederic Remington.

R. Cleveland Cox, the artist, writes and illustrates an article concerning the picturesque features of Gloucester Harbor.

W. E. Norris, the novelist, gives a descriptive article on the rising game of golf. Mr. Norris writes as a lover of the game, and successfully makes real its charms to its reader.

The August installment of the Columbus history, by the Spanish statesman Castelar, deals with the incidents connected with the first voyage of Columbus, and is of popular interest.

Mr. Fuller's "Chatelaine of La Trinité," written in the peculiar manner of "The Chevalier of Pensieri-Vani," is continued, and another installment of Mrs. Foote's western story, "The Chosen Valley," is given.

An article on the World's Fair architecture includes pictures of the Electricity and Mining buildings, with some of the sculpture.

Mr. Stedman's essay for the month, on "The Nature and Elements of Poetry," treats of the relation of truth to poetry and is one of the most important and interesting papers of the series.

The "Topics of the Time" department for August treats of "Popular Crazes" like the free-silver movement, "What is Patriotism?" and "Trade Schools."

"Open Letters" contains a suggestive article by Philip G. Hubert, Jr., on "Camping Out for the Poor;" "Southern Women as Affected by the War," by Dr. Charles F. Deems; two suggestions concerning the steering of yachts, by Isaac Delano and Lewis Herreshoff; a note on "The Battle of the Wyoming in Japan," etc.

A great deal of poetry, much of it appropriate to the season, is given in this number, especially a poem by Edmond Clarence Stedman, elaborately illustrated by Will H. Low. Mr. Stedman's poem is called "A Sea Change," and is descriptive of the surroundings of his summer seaside home. In the same number there is a poem by Aldrich, entitled "Sea-Longing." The other poems in the number are by R. H. Stoddard, the late Anne Reeve Aldrich, Celia Thaxter, Theodore C. Williams, John Vance Cheney, Virginia Frazer Boyle, R. W. Gilder, Frank Dempster Sherman, Doane Robinson, Charles Henry Phelps and Richard Lew Dawson.

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Outing for August opens with the first installment of Wheelman Frank G. Lenz's description of a cycling tour around the world. The daring rider is at present somewhere on the broad western plains, en route for the Pacific coast, and during his two-year jaunt he will traverse Japan, China, India, Persia, Turkey, Austria, Germany, Holland, France, England, Scotland and Ireland. Mr. Lenz will communicate his experiences to *Outing* from convenient points of his journey, illustrating his articles by photos taken by himself. The opening chapter describes the trip across the Alleghanies from Pittsburg via Washington to New York, and is profusely illustrated.

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Jenness Miller Illustrated Monthly for August contains numerous articles of special interest to women. Mrs. Miller writes interestingly of "Liberty, Love and Art." Miss Mary F. Seymour has a timely article on "Typewriting as a Trade." Baroness von Meyerinck discusses "Music and Voice Culture." There is an interview with Superintendent Jasper on "Public Schools and Women as School Teachers." There is also an article on the "Cost of Girls in Colleges." "The Writers of Young France," by Vance Thompson, is timely and bright. In addition to these there are articles about Fashions, Children, Hints for the Home, and many brief papers very interesting to women. It is a maga-

zine that no woman should be without. Price \$1 a year, 10 cents a copy. Address Jenness Miller Co., 114 Fifth avenue, New York.

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The August number of *Scribner's Magazine* is that annually welcome feature of the summer season, "The Fiction Number." This year it contains an unusual assortment of stories—no less than seven in all. Among the popular writers who contribute stories are Mrs. Burton, Octave Thanet, T. R. Sullivan, H. C. Bunner and Duncan Campbell Scott. Four of the stories are illustrated, each by a single artist chosen with reference to his special fitness to deal with the particular characters and scenes. A. B. Frost illustrates Octave Thanet's western story, "The Besetment of Kurt Lieders;" W. T. Smedley, Mr. Bunner's "As One Having Authority;" Chester Loomis, Mr. Scott's Canadian story, "The Triumph of Marie Lavolette;" and C. Delort, of Paris, Mrs. James T. Field's charming version of Maurice de Guérin's famous and beautiful prose poem, "The Centaur."

In addition to the stories there are several articles in other fields than that of fiction, but likely to afford no less entertainment. Mr. Walter Besant, the novelist and historian of London, contributes an article on "A Riverside Parish," in the series on the "Poor in Great Cities," that tells of the development and growth of an out-of-the-way and rarely-visited region of London—the home of the "dockers" and men whose work depends upon the coming and going of ships. The many illustrations are by Hugh Thompson, and were made under Mr. Besant's directions.

The late Sidney Dillon, whose executive ability, through faith in the enterprise, and substantial support largely contributed to the completion of the Union Pacific road, finished, only a few weeks before his death, the "Historic Moment on Driving the Last Spike of the Union Pacific," which appears in this number of the magazine. Mr. Dillon was one of the chief participants at this impressive ceremony which united the east and west by rail.

Professor N. S. Shaler's article on "Icebergs," giving the history of the origin and travels of these beautiful and often dangerous products of the great north, is particularly timely, as this is the season of the year when ice is frequently met with by the great transatlantic liners.

Readers of Mr. H. C. Bunner's stories, who have always found a special charm in the delicate and sympathetic quality of his work, will find

these elements in full in his story, "As One Having Authority," as well as a distinctly powerful dramatic touch, which he has nowhere surpassed.

* * *

Brother Martin, of the *National Federationist*, seems to be peculiarly unfortunate in the positions taken by him. When the paper was first issued, it stated, with great flourish, that politics would be eschewed entirely; that a labor paper had no business to know anything about politics. It has now so far forgotten its text that it has become not merely a political but a partisan sheet, and out-herods the most virulent of the political press in its Brobdignagian efforts. It vociferously labored for the nomination of a man for the state senate and within a few days after the nomination called upon the railroad employés to defeat him. The writer has in his possession a "blue book" received from Brother Martin and which he stated, but a short time ago, had laid the political aspirations of Lieutenant Governor Chase in the cold, cold grave. Brother Martin went to Fort Wayne with his little "blue book" to make certain that Chase was not nominated for governor. Before the nomination was made, he was a Chase convert, and in his last issue announces that Chase was not to blame for the past, he only "forgot" the promises he had made to the employés, but—he has promised again. Brother Martin should beware or his erratic course may subject him to suspicion. From being a candidate for a nomination on one partisan ticket to the rabid support of the entire opposite ticket in so short a time is likely to create distrust on the part of those whom he seeks to influence, unless a better reason can be given than "promises" from a man who so readily "forgets." Violent contortions are often amusing but seldom convincing, and it is likely that the men who were represented at Indianapolis a year ago will not accept the "promises" so readily as Brother Martin has.

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St. Nicholas Magazine has been getting suggestions from its readers as to a national song. "The Star-Spangled Banner" seems to have the strongest existing claim to that honor; but one young person, who objects to the words but thinks well of the music, makes the novel proposition to fit the words of "My Country 'tis of Thee" to the music of "Star-Spangled Banner." The editor of *St. Nicholas* suggests that she seek some quiet place and try the effect of mixing the two very cautiously.



*Railway Service—Actions for Personal Injuries—
Damages.*

The hazards of railroad service are for the most part perilous. Damages for personal injuries under given circumstances are recoverable. The question of the amount or quantum of damages in actions for personal injuries is becoming quite expansive. So large a proportion of the wealth of this country has passed into the hands of corporations that juries exercise little mercy in deliberating of their verdicts against such defendants whenever an opportunity is given. Judges upon the bench have experienced much difficulty in deciding, in cases of personal injury, where the jury must necessarily give a large sum, whether a given verdict is so excessive as to indicate passion or prejudice on the part of such jury, as to warrant the court in setting it aside.

A Kentucky jury awarded a railway conductor \$25,000 for being disfigured for life by the explosion of a barrel of naphtha, which the defendant corporation had shipped on board the railway train of which the plaintiff was conductor, as "carbon oil," without any other mark or brand than the warning "unsafe for illuminating purposes."

The cause was appealed to the court of appeals, wherein it was held that \$10,000 is the extent to which a verdict has been sustained by this court, that the law aims at compensation in every such case; and "where it is apparent," said the court, "that the ordinary man would not submit to the injury which the plaintiff has suffered for an amount of gold which would fill the court room;" and notwithstanding the conductor was, at the time of the injury a vigorous and laborious man, thirty years of age; that he was burned and disfigured for life, his left hand disabled, his pain excessive and continued, yet the verdict was excessive and the cause reversed.

Standard Oil Co., vs. Tierney, Ky. C. of App. 1892.

*Carriers of Passengers—Duty of Train Servants—
Liability for Neglect.*

Where the defendant railway company was operating an excursion train, the cars of which were very much crowded, plaintiff's intestate,

while a passenger, walked through the train in search of a seat. The night was dark and no light was placed upon the rear platform of the rear car, neither was there any chain or guard across said platform. The passenger found the rear door open and in his effort to enter what appeared to him another car he stepped off and was so severely injured as to be unable to remove himself from the track and was soon after run over by a following train and killed. The conductor and brakeman were notified that said passenger had stepped off and neglected and refused to stop the train to render him the needed assistance. On appeal.

Held, That where a conductor of a railway train engaged in operating such have notice that a passenger had stepped or fallen from a train, and this was known to said employees thereon; the company owes him a duty of observing due care to prevent his being injured by other trains, although he was guilty of negligence in stepping or falling from the train, and in such case the company should, in the exercise of proper care through its conductor, stop the train from which the passenger fell, and remove him from the track. The omission to do so is actionable negligence. Judgment affirmed.

C. H. & D. Ry Co. vs. Kassen, Ohio S. C., May 23, 1892.

Accident Insurance—Voluntary Exposure to Danger—Evidence—Dismissal.

In a suit on an accident policy, where it appeared that after the deceased (a railroad man) had crossed the railroad tracks he met two men going toward the tracks who were slightly intoxicated, and warned them to look out, for a train was approaching. The men crossed and passed on, deceased going in an opposite direction. He must afterwards returned, for the engineer of the train, which was running about four miles an hour, testified that when he first saw him he was standing by the track, and that, when the engine was about twenty feet from the crossing, he stepped upon the track and squatted down, and was struck by the engine and killed.

Held, That the court should have dismissed

the complaint on the ground that the death of deceased resulted from "voluntary exposure to unnecessary danger," within a clause of the policy precluding a recovery in case of voluntary exposure or suicide, and a submission of the question to the jury on the theory that deceased was following the two men to save them from possible injury was unwarranted. Reversed.

Williams vs. U. S. Mut. Acc. Ass'n of City of N. Y., N. Y. C. of App., June 24, 1892.

Mutual Benefit Insurance—Distribution of Endowment Fund—Fraternal Organization Construed.

Under a bill brought by certain certificate holders of the defendant corporation seeking for an injunction and a receiver the court construes and holds that under Acts of 1888 c. 429, authorizing the incorporation of "fraternal beneficiary organizations," which provides (see Sec. 8) that any corporation duly organized as aforesaid, which does not employ paid agents, in soliciting business, "and which conducts its business as a fraternal society on the lodge system," may pay a benefit to the member or his family.

Held, Further, that where a corporation, organized under such act, provided for the payment of a benefit to members at the end of a year out of a fund created by assessments levied for that purpose, but employed paid agents to solicit business, members to whom such benefit certificates had been issued might refuse to pay further assessments without forfeiting payments already made, and were also entitled to have the fund so accumulated distributed among the certificate holders.

Foggs et al. vs. Supreme Lodge of the Order of the Golden Lion, Mass. S. J. C., June 20, 1892.

NOTE:—The numerous endowment schemes of the East are meeting with ill luck and this is no exception. The defendant failed to meet its contract to pay \$100 to certain members at a stated time, notwithstanding it had violated the law and secured the services of hired agents. This scheme was so managed that when the certificates were within three months of maturing assessments began to fall thick and fast, and hence the poor people to whom this scheme is particularly addressed in this, and many other cases, were compelled to forfeit all they had paid in by their inability to make further payments. Hence the plaintiffs asked for a receiver, and an order to have the funds held by defendant in the endowment fund distributed for the benefit of those who could pay no longer. The court rendered judgment accordingly. (It is evident to any one of reasonable understanding and experience, that such a contract cannot be continuously performed except by numerous forfeitures and a steady increase in membership.)

Mutual Benefit Fund—Administrator—Beneficiary—Right to Sue.

In an action by the administrator of the insured against the defendant association to recover money due on a certificate issued to plaintiff's intestate for the benefit of "P." wherein the association denied the administrator's right to sue alleging that the beneficiary alone had such right, on appeal,

Held, That under the provisions of Acts 1888, c. 429, Sec. 8, that a fraternal beneficiary organization may provide in its by-laws for the payment of a fixed sum by each member to be paid to the beneficiaries of deceased members as shall be fixed by said by-laws and written in the benefit certificate issued to said member, and of Sec. 9, that, "any such corporation may hold at any one time as a death fund belonging to the beneficiaries of anticipated deceased members an account not exceeding one assessment for a general or unlimited membership," etc., a certificate issued by such a beneficiary corporation, promising in general terms to pay, but naming no person, and not under seal, is a promise to the beneficiary, and he, and not the administrator of a deceased member, must sue in respect thereto. Judgment reversed.

Dean vs. American Legion of Honor, Mass. S. J. C., May 24, 1892.

Action on Certificate—Burden of Proof—Pleading—Misrepresentations—Non-payment of Assessments—Forfeiture—Waiver.

In an action on a mutual benefit certificate the court holds:

1. That an allegation in the complaint that all the conditions of the contract were fulfilled by the assured, even when denied by the answer, does not give plaintiff the burden of proving that each particular condition was fulfilled.

2. That where the answer admits that its mortuary fund contains more than the amount of the certificate, plaintiff is not required to prove that the fund contains the amount applicable to the payment of the certificate.

3. That plaintiff need not prove that the assured paid all the premiums assessed against him, since the failure to pay is an affirmative defense, the burden of which rests on defendant.

4. That it is not error for the court to refuse to dismiss the action on proof of untrue answers to questions in the application, unless those particular misrepresentations were pleaded as a defense, though misrepresentations as to the other matters may have been pleaded, nor is the court even required to submit to the jury the question of misrepresentations not pleaded.

5. That where the holder of such certificate dies after he has been notified of an assessment, but before the time allowed for its payment, his failure to pay does not forfeit the certificate.

6. Though the holder of such certificate before his death may have failed to pay an assessment which he was notified to pay, the certificate is not forfeited if the notice did not state, as required by Laws 1876, c. 341, as amended 1877, c. 321, that unless it was paid the certificate would be forfeited.

7. That where such association makes an assessment on a member, it waives the right to claim a forfeiture of his certificate for failure to pay a premium or assessment previously due.

Elmer vs. Mut. Ben. Life Ass'n America, N. Y. S. C., June 3, 1892.

NOTE:—It is seldom a single decision disposes of so many points or questions as this one does. The decision is one of much interest and concern to mutual benefit or assessment associations.



*"Men drop so fast, 'ere life's mid-stage we tread,
Few know so many friends alive, as dead."*

Babcock.

Died, July 14th, very suddenly, Brother John W. Babcock, of Keystone Division No. 32, of Meadville, Pa. Bro. Babcock left his home in apparently his usual health and fell dead during the forenoon. He was a member of the Masonic fraternity and the Royal Arcanum as well as of the Order. A liberal and progressive citizen, he was chosen mayor in 1886 by a large majority and served the city faithfully.

John W. Babcock was born at Newburg, O., Sept. 24, 1840. At an early age he left home and became an employe of the Cincinnati & Marietta railroad, holding a minor position. Later he became a government railroad employe, having charge of the yard at Newburn, N. C. He came to Meadville in the autumn of 1864, and was a conductor on the first and second divisions of the A. & G. W. (later the N. Y., P. & O.) R. R. For a period of ten years he was a conductor on the Franklin branch, and was a popular railroad man. Later he held the position of trainmaster, and about three years ago retired from railroad work. He was wedded to Miss Mell Storry, September 20, 1871, and leaves a widow and two sons to mourn his loss.

Keegan.

A particularly sad accident occurred in connection with the late union meeting at Wilkesbarre. Brother James Keegan, of Lackawanna Division No. 12, had been in attendance and was returning to his home in Scranton on the special train over the Central Railroad of New Jersey, when, in attempting to pass from one coach to another just as the train struck a sharp curve, he was thrown off, and falling under the train, was so badly injured that his death resulted in a short time.

Mead.

At Nevada, Mo., a little after midnight on the morning of July 29th, the wall of the Tyler building, which was being rebuilt, fell and buried in its ruins the building next to it, in which Brother Frank L. Mead, Chief Conduc-

tor of Queen City Division No. 60, was sleeping, and who was instantly killed.

Brother Frank L. Mead was one of the oldest and most popular conductors on the M., K. & T. Railway, and had been in the employ of the company for twenty-three years. He was 38 years old and was a native of Canadea, Alleghany county, New York, where his mother now resides. The dead conductor had a beautiful and comfortable home at No. 523 West Seventh street, in Sedalia. He leaves a heart-broken widow and five children to mourn his sad death. They are prostrated with grief over their sudden hereavement. At the time of his death he was chief conductor of Queen City Division No. 60, O. R. C., and a member of Sedalia lodge No. 27, Knights of Pythias, and these two orders had charge of the obsequies.

He had represented his division in the Grand Division a number of times and was a permanent member of that body.

Snodgrass.

In the death of Brother A. W. Snodgrass Division No. 180 has lost one of its most efficient and reliable members; the bereaved family a loving protector and the community a valued citizen. The division at a regular meeting adopted resolutions of sympathy with the afflicted family.

Smith.

Died, at his home in Macon, Ga., July 27th, of brain fever, Brother G. D. Smith, a valued member of Macon Division No. 123. The remains were taken to the old home at Cathcart, Ga., for interment, and at a recent meeting the division adopted resolutions of regret for his untimely death and sympathy with his bereaved family and friends.

Welsh.

Died, at Brunswick, Ga., July 8th, of Bright's disease, Brother W. S. Welsh, a worthy and respected member of Macon Division No. 123. The corpse was taken to Macon and laid to rest in Rose Hill cemetery. The usual resolutions were adopted by his division.

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., SEPTEMBER, 1892.

NO. 9.



SENIORITY.

As Viewed by Contributors to the Trainmen's Journal.

Having met with success with my last letter I will try again. Is seniority beneficial to B. of R. T. organization? I, for one, believe that seniority has a tendency to strengthen the O. R. C. and weaken the B. of R. T., and will try to show how it is so. For example: take, if you please, a railroad that employs twelve conductors and twenty-four brakemen with an extra list of six brakemen; allow all conductors to be O. R. C. and all brakemen B. R. T. Now, take as a fair average, the life of a conductor's position to be four years. At the end of the first year we have nine O. R. C. and three B. of R. T. conductors, twenty-four B. of R. T. brakemen, three B. of R. T. and O. R. C. on the extra list. At the end of the second year with the same ratio we have seven O. R. C. and five B. of R. T. conductors. Now, as two of the B. of R. T. conductors have run a sufficient length of time to allow them to join the O. R. C., it is to be reasonably supposed that they will join that Order, as they can carry more insurance; (and here let me say I think it is the proper thing to belong to the class you are working in) that will then make nine O. R. C. and three B. of R. T. conductors; we still have twenty-four regular B. of R. T. brakemen and five O. R. C. and one B. of R. T. extra brakemen. At the end of the third year, using the same ratio all the way through, we have seven O. R. C. and five B. of R. T. conductors with two B. of R. T. conductors to join the O. R. C.; so again, at the beginning of the fourth year we have nine O. R. C. and three B.

of R. T. conductors, nineteen B. of R. T. and five O. R. C. brakemen with four O. R. C. and two B. of R. T. extra brakemen. At the beginning of the fifth year you have but to go on with your addition and subtraction and you will find that each year the ranks of the O. R. C. are filling while the B. of R. T. are losing what the O. R. C. are gaining. This to some of the Brothers may seem a queer way of putting it, but it is a fact that we should consider. I for one, am not in favor of any movement that will make a superintendent do any thing that he will undo at the first opportunity, and that is surely what he would do if we forced them to promote men they did not wish to. I am well aware that seniority would stop favoritism, but we must also remember that in seniority we are helping to push to the front and ahead of our brothers those that have been a disgrace to our noble order, and men that will stay out of the order because we will protect ourselves, and if we do that will protect them. They will say: "I do not want your order, for I know if I hold my job till it is my turn they will have to promote me." Brothers, let us think of this seriously. We are a noble order; we are being recognized by those holding positions as men that can be trusted in any position; do not let us push those to the front that are an eye sore and a disgrace to the calling. Let us stand on our own merits, live up to the teachings of our noble order, stop the student business which is hurting us worse to-day than the lack of seniority. Let us show

by our work that we are working for the interests of the companies as well as our own, and we need have no fear but what promotion will come when it is our turn. I should like to hear from Brother Lovell, of 318, on the subject. With well wishes for the B. of R. T., I am yours in
B. L.
Ellis, Kan.

S. D. ADKINS,
Journal Agt. 224.

* * *

I would say for the benefit of our members that we have a great number of brothers out of employment in the western country, and it would be well for the brothers in the east who intend coming west to correspond with the secretaries of subordinate lodges and ascertain if there is any certainty of their being able to receive a position on arriving there. Should they desire to get an answer quickly, they may telegraph the officer of any subordinate lodge, who will willingly answer their messages and let them know what the prospects are in that particular section of the country. The reason I suggest this is that we have many of our brothers traveling around the country unable to secure work, and those who are working have to lend them such little assistance as they are able. This has been caused by the carelessness and indifference of many who had good positions resigning the same, not even waiting or endeavoring to get an experienced man to take their places, but, seeing a green or inexperienced man, or one more properly known in the western country by the name of "student," they take him. When he has made one trip, he then looks up and claims his rights as though he had had twenty years of experience. This may seem absurd to some of you, but I have called your attention time and again in our lodge rooms and in my reports to the conventions regarding this question, but it has not had the desired effect. You have gone right along filling up the country, and now you have an over production of skilled labor. While the experienced conductor and brakeman travels around the country failing to secure a position, the "student" goes right on and fills the place that should be occupied by men who have laid down the best years of their lives in the train service. The conductors and brakemen in my district are beginning to realize the need and necessity of inaugurating reforms for the protection of those who make railroading a profession, and with a desire to do justice to all as they grow old in the service. I will say for the benefit of our members that the Brotherhood is progressing nicely in the western country. Hoping that you will give this matter the consideration that it is deserving of, I remain,

Fraternally yours,
T. T. SLATTERY.

Since seniority has been the discussion through our columns lately, I have read and enjoyed the arguments from different Brothers. The Brother's article from No. 427 in the June number was what I should express in every word. Seniority in preference of runs will do very well, but in line of our promotion it will prove more detrimental than beneficial, and cause good, honest men, who are out of employment for good reasons, through some mistake or bad luck, to have to fall back behind a lot of men who have done their apprenticeship on a broncho pony, or behind a counter or a plow. While he has served his time and got his credentials as a first-class railroad man, yet he will, when asking for work, get the same old answer from the official: "I have got all the men I want." No man of experience need apply, we don't want any of the experienced ones, we make all our men "to order." Seniority is the main factory. That's where the head-cutters are at work in the shape of officials. It is, of course, to their benefit to flood the country with an overproduction. Long on experienced men and short on their employment. So, in my opinion, when seniority appears in a schedule, it is there only as a benefit to green men, more so than any other, for it is impossible for you to advance in line until Mr. Sailor has got what he wants, because he went to work here yesterday, and you today, him with fifteen years experience (on a line), and you with the same on some other road. Now, that looks like rather poor logic for the much important word seniority. This is my first appearance in the debate which is so much discussed. I have tried to express the views of all who have made their expressions here, and I believe seniority would be defeated here in the west if it ever came to a test or vote, for we are in favor of having experienced men in preference to seniority. Hoping this, my first attempt, will meet with a good run, I will close, yours in B. L.

Goodland, Kas.

LEGISLATION

* * *

Several of the members of different lodges seem to be hitting at seniority pretty hard, and I think that the ones who are advocating the idea of dropping seniority would be the first ones to kick if it was done on their road.

In the first place wherein would it benefit any one but a few favorites and hangers-on of train masters or superintendents? What would some of the old competent men get? They would get at once and go. As for one Brother having 20 years experience and being unable to get a job that cuts no figure. The Brother does not say how long he was employed by any one road or

why he did not hold some one of the positions he must have had in those 18 years.

Like the officer, I think he must have mistaken his calling, or there is some other reason back that we know nothing of. We have seniority here and I want to see it remain. I will take my chances with the men here sooner than see men from other roads run in on us.

Now, I will tell you some of the benefits we have derived from it. Before seniority was established here men would come and work just long enough to get a "stake" and go, not only trainmen, but engineers and firemen, also. If a man staid three or four months and did not get a train he felt slighted and quit. What were the consequences of these men running trains? Wrecks and the destruction of property and sometimes worse. Men were getting \$1.40 a trip, and mind you, it took from 24 to 48 hours to make that trip of 128 or 131 miles.

What have we since? We have better men, we have better wages, as can be seen by our schedule, and very few wrecks considering the trains that are run. The officials treat us like men, not like dogs. If a man is competent to run a train, when his turn comes he is promoted; if not, the next man is examined. No, Brothers, I advocate seniority in every sense of the word; in that way we will have competent men. And if it is abolished we do not know who will be run in on us. Hoping to hear from some Brother who is better posted than I am, I am yours, etc.

Chicago Junction, O.

L.

* * *

I was pleased to see that a few of the Brothers expressed their opinions on the subject of seniority. I do not agree with all of them. My object in presenting the question in *The Journal* was for the benefit of the Order at large. I did not intend it for any one person, but it was so understood, as I inferred by some of the answers. If any Brother appropriated my remarks to himself, if the shoe fit him let him wear it. I intended to follow the rules laid down by our esteemed editor in a previous *Journal*, and attack no one personally. I have read no argument so far that has changed my views on seniority. I was speaking of practical railroading, not theoretical railroading. The officer seems to think men who studied their railroading at a business college are more fit for train service than an experienced man who has spent years learning his trade, as I consider railroading a trade. One of the brothers says: "Once a conductor always a conductor, is like some of the South American republics, etc." If we are to adhere to strict seniority in railroading, why not enforce it in our Grand Lodge. If

it is practicable in one case it is in the other. Why do we select the most intelligent and competent men in our Order to fill our grand offices? If we should select our grand officers on seniority principles, I fear our noble Order would soon be a thing of the past. If we allowed seniority to rule our government I think when the office became vacant the man who fell heir to the presidential chair would be too old in years to be of much service to the country. What would be the effect if seniority ruled among our railroad officials? What kind of management and rules would we abide by? I would like for some one of the Brothers to answer this. Suppose the oldest section foreman was promoted to road master, what kind of tracks would we soon have? Suppose seniority ruled among station agents, what kind of billing would we find on way bills? I think the company would need a half dozen auditors on a division to keep track of the business, on account of inexperience. Place seniority in the shops, what kind of mechanic would we have? I fear in a short time the rolling stock would be unsafe to handle. Train service is as much of a trade as a machinist. Take our public schools for instance. Suppose seniority ruled there, what kind of educations would our children receive? I consider train service equally as important or responsible as any of the mentioned positions or offices. Seniority causes many good men to lose their positions to make room for a favored man to be pushed to the front, thus causing an experienced man to be thrown out of a job for the slightest offense. Every experienced man knows there is not a month in the year that he doesn't do something that the division superintendent could not make a justified cause for suspension, which the division superintendent would readily take advantage of, to make room for the preferred man. Probably four or five would have to go to put the favored fellow a step higher. If seniority did not rule, perhaps not more than one man would be removed. For my part, I do not like giving my years of experience for seniority. It only benefits one class of men, who only try to hold a position until they are promoted. They do not care what kind of service they perform just so they manage to hold their position until seniority brings them to the top. This does not include all men, but puts the inefficient on a level with the energetic deserving man. There are exceptions to all rules; I admit a few deserving men have been overlooked where seniority did not exist. We have one such a case in Tyler. One Brother suggests me leaving the branch to take a trip through the northwest. I have been there, and worked on some of the northern roads

too. I have not always been picking cotton on the branch, and if said Brother would take the time to come down here, he would not find it as small a branch as he imagines. He would find some as intelligent B. of R. T. men here as are to be found any where, also some as green cotton pickers turning the brake wheel as his most imaginative eye could describe. Why are they here? Simply because seniority gives the officials the power to keep them, as well as the negro switchmen. They remain in the service as a reward for working in white men's places during trouble. Here is a sample of seniority: negroes working days, and good B. of R. T. men having to work nights. How is this for seniority? Hoping to see seniority thoroughly discussed through *The Journal*, I remain

Yours in B. S. & I,
Tyler, Tex.

A MEMBER.

* * *

We never seem to see anything in *The Journal* from F. C. Smith Lodge, No. 155, and I know there are some in our lodge who can do a great deal better than I, but I will try to get others started. There is considerable correspondence in our June *Journal* in regard to seniority, and I must say I will be glad to see this question handled in its right light, so we can all see what is right. The boys of 155 have not had strict seniority on this division, but we have nine of our members running freight trains here with 10 or 12 O. R. C. men. We are having an equal show with the O. R. C. men here. I do not believe in seniority as a general rule, but I believe in this kind of seniority: That a man who has put in 15 or 20 long hard years in the train service of this country and probably 10 or 12 years running a train in one place, and was discharged for some trifle—I should like to see that man running a train. As I do not want to have to go breaking again some place, after I have put in 10 or 12 years running a train, and brake my time up behind a man who was hired two days before I came and maybe never saw a train of cars until that time. But I don't like to see a man who has been running a train some place for 6 to 12 months, and got into the O. R. C., come and take a train over men who have run 2 or 3 years. But in the other case, of the man who has run 10 or 12 years; I should like to see that man hired as a conductor and not as a brakeman, learn him the road and give him a crew; that is my kind of seniority. I should like to see the B. of R. T. and the O. R. C. stand hand in hand all over this country, as they did on the C. P. railway five months ago.

Herrington, Kan.

Yours in B. L.,

SHORTY.

The Contract Labor Question.

The importation of laborers from foreign countries under contract to work for the proprietors of various industries in this country has excited more or less attention for several years past as a branch of the tariff question, and congress was urged to enact a law to prohibit the practice. Attention has recently been called to official neglect in the enforcement of the law. The officers whose duty it was to enforce it have been accused of the usual dishonesty attendant upon the operation of all such laws; and loud demands are made for their punishment. Hundreds of men who had braved the perils of an ocean voyage have been stopped, when just ready to land on the American shore, and forced to return to their native land, or to seek homes with some nation of more hospitable people.

That all these men were poor there can be no doubt. And that they were all honest men, willing to earn their living by honest toil, there is no reason to dispute. The only charge against them is that they want to work. For having this honest purpose in view, and not being able to conceal it, they are turned away to suffer in sad disappointment and encounter the sore trials of still further privation. They come here just as our ancestors came, in the hope of bettering their condition; and why is it they did not have just as good a right to come as our ancestors had? Bad as the condition of laboring people in this country is proclaimed to be, by the enactment of this law—not only inhospitable but inhuman—the world's institutions are so maladjusted that in some other countries the laboring people are in still worse condition than ours are; and surely it is no more than human to sympathize with those unfortunate mortals who look toward our shores with longing eyes.

The law against the importation of foreign contract labor is suggested by the fact of prevailing distress and consequent discontent among the laboring people of this country, and is supported by the notion that we already have all the laborers that can make a fair living here, and that to allow more foreigners to come in would still further reduce the opportunities to live and still more distress the laboring people already here. The theory seems to be based on the premise (if indeed there is thought enough connected with it to be called a theory) that we have enough people here now to consume all the wealth that the land of the continent can be made to yield in response to labor; and that to admit more laborers is to still further subdivide the wealth (food, clothing, shelter, etc.), and still further impoverish the people.

It seems not to be expected that there will be more wealth produced, according to the increasing number of laborers, but simply that there will be more consumed; that there will be a demand for more without the means of supplying it; and that each, as a consequence, will have to subsist on less. Substantially, this is the position assumed by the advocates of the contract labor law. They must proceed on the assumption that the limit on subsistence is somehow being approached, for otherwise there could be no reason for denying anybody the right to share in the means of production.

Our population is less than 18 persons to the square mile of land. In France there are 191; in Germany about 235; in England 389; and in all Europe, there are considerably over 80 persons to the square mile.

Of all countries of Europe, England comes the nearest to free trade, and has by far the densest population (except the insignificant little kingdom of Belgium), and the laboring people of England notoriously fare the best of any in Europe, their distress having been much relieved by the partial abandonment of taxes on trade some forty years ago. It will not be denied that America is as rich a country in natural resources as Europe; that it is in every way as fit for the habitation of human kind, and capable of sustaining as dense a population.

That Europe would sustain a much denser population than has ever lived there is shown by the facts that vast hordes of the people do nothing whatever toward the production of wealth, as the aristocracy and the soldiery, but spend all their time in the extravagant consumption of the wealth that others produce. And nowhere in Europe are the natural opportunities for the production of wealth utilized near to their full capacity. Even in England, where population is more than twenty-one times as dense as in the United States, valuable building sites are frequently occupied by poor buildings, or not at all, and large tracts of good agricultural land are fenced in for game parks to afford amusement for brainless dudes.

Comparing our country with others it is plain that there is no possibility of our being overcrowded, so far as nature is concerned, for hundreds of years to come. And it must be perfectly clear that nature provides no excuse to us for prohibiting, nor even for limiting, foreign immigration. If there appears to be a necessity for it it is artificial, and not natural. It is only apparent, and not real, and the appearance is produced by false economic conditions, instituted in defiance of natural law and justice.

It is true that we have thousands of men from year to year in our great cities and throughout every part of the states, who are out of employment and want employment; who seek employment, and are unable to find it. Manufacturing concerns are often run on short time, or shut down altogether, and men are turned away to "offer their labor in the market," when there appears to be no demand for it. Trade languishes in many lines and overproduction is talked about. Such conditions have prevailed more or less for years. We have grown so used to them that we expect them, and many people are so reconciled to them that they take no thought of anything different or better being possible. With thousands of people who want to work, out of jobs, and thousands more who are at work in constant fear of losing their jobs, there comes a fear that the presence of more working people wanting jobs but will increase their distress. Such a feeling may be natural to the superficial observer, but a deeper examination of the subject will dispel it.

In the first place, increase of population must necessarily increase the demand for the things produced by labor. This is the same as saying that it will increase the demand for labor. This is ignored to a great extent by those who fear the immigration of laborers. In the last ten years our population has increased over 10,000,000, and the immigration during that period has been about as much as it was in the twenty-five years previous. Yet the percentage of people out of jobs is not perceptibly larger than it was ten years ago.

The cause of laborers being out of employment and of business stagnation, of which we hear so much complaint of late years, lies deeper than any question of the number of laborers present. There are two primary factors in the production of all wealth: Land and labor. There is one secondary factor in the production of wealth in a civilized state of society: Capital. All wealth is produced by the application of labor to the elements of the earth, all of which are included in the term, land. Labor is usually aided by capital, capital being wealth used in aid of producing more wealth. Corresponding to these three factors in production—land, labor and capital—are three factors in the distribution of wealth. They are rent, wages and interest. To most readers it would be instructive to discuss these terms at length, so as to make their meaning clear and unerring. But in the limits of a single article I can do no more than to merely indicate their scope, which should be sufficient for the studiously inclined, for they are well defined terms in political economy.

A good deal of economic discussion has proceeded upon the assumption that the employment of labor depends upon the amount of capital present, ready for use in production. This is now pretty generally understood to be erroneous, and no political economist would claim it to be true. Without capital to begin with, labor can create capital from the land; but capital can do nothing without labor. Labor employs capital. But capital and labor are both dependent for employment upon the means of access to natural opportunities. Labor must be active to subsist; and capital must be employed or go to waste and be lost. But it is different with land. It is here for all time, in fixed quantity, and cannot waste. If it can be held at an expense sufficiently below the rate of rent landholders may, as they do, hold large portions of it out of use, and find it profitable to do so.

In this way an artificial scarcity of land is produced and rent is artificially raised. Labor and capital are thus held back from access to land, and are set to bidding more of their earnings for its use. This is expressed by high rent (or high prices for land, which is only the value of the rent drawing power) and low wages and low rates of interest. The fact of the land owners usually being also the largest capital owners frequently obscures the line, to the indifferent observer, between rent and interest. But if the relations of the factors be properly analyzed, it will be found to be a certainty that as rent rises wages and interest fall. That is, as land is appropriated in private hands and becomes the property of a smaller and smaller proportion of the people, which, under prevalent systems, is the invariable tendency, labor and capital must give up a larger and larger share of their earnings for the use of the land. Capital is thus absorbed by landlords. Laborers become more dependent, landlords more independent, laborers become slaves, landlords masters, labor helpless, landlordism all powerful.

Then arises discontent and bitter disappointment and blind leaders of the blind join in such demands as the buying out of the large landlords by the government, and reselling the land in small lots to former tenants, thus making many small landlords instead of continuing a few large ones as proposed in the case of Ireland. In this country we have proposed for us the equally inefficient and complicated schemes of land loans, sub-treasuries, arbitrary limitation of land ownership, and the shameful law that prohibits an honest foreigner from landing on our shores if it is known that he has agreed to go to work for somebody as soon as he gets here.

All these awkward, cumbrous, unnecessary and obstructive schemes are proposed and supported under a misapprehension of the nature of the evils of which the millions most justly complain. They derive their most powerful support from the socialistic schools of thought, that would merge all business affairs under government control. They are opposed to freedom, and tend to the destruction of liberty. They are vain, attempting to cure the evil effects of restrictive conditions by adding still more restrictions; and in the light of scientific political economy, as now developed, are no more rational than would be an attempt to save a burning house by trying to blow out the blaze as it issued from the roof.

What is distinctly the product of labor (wages) belongs to him who performs the labor, by natural right—all of it—and any power that takes any part of it commits robbery. That part of production which comes only by the aid of capital (interest), as justly belongs to him who furnishes the capital, as do wages to the laborer, for capital is only the savings of labor—stored up labor, as some have termed it—the creation of personal activity and usefulness.

But how is it with rent (land values)? Who creates rent? What causes value to attach to land? No man creates land, and it cannot be increased by any act of human agency. Land value increases and grows enormously. But an individual can't make it increase for himself. It grows only according to the number of people present in need of its use. Isn't it these people, taken as a whole, that create that value? Then who does it justly belong to?

If some pioneer had ventured here at the confluence of these two rivers that forms the Ohio, say 250 or 300 years ago, and had brought capital with him, and had erected buildings, however castly, he could not have made the land that now affords the sites of Pittsburg and Allegheny worth a dollar a square mile so long as nobody else wanted any of it. As soon as others began to come and take up their abode with him, as soon as population began to increase and the pursuits of civilization began to be followed, then the choice sites for the various occupations would have begun to command a premium and be valuable. In other words, rent would have begun to appear, as it always does in new settlements, and rises higher as population increases.

What could be fairer—in fact, isn't it perfectly fair and naturally just—that a community should require those of its members who occupy the valuable sites to pay into the common treasury of the community the value of the advantages the holding of such sites afford over the poorest sites

in use? Clearly, the value of a site, the value of any piece of land or element of nature is the creature of the community at large, and by every rule of justice belongs to the whole community, extending even to the bounds of the nation, just as much as wages belong to the laborer: This principle is rapidly coming to be recognized by people inclined to devote candid thought to the problems that vex the world. It will not be many years till it is well understood, and that means its adoption.

But instead of having followed any such policy of justice we have been taking only a small part of rent for public use, leaving nearly all of it to landlords and speculators, while we raised revenues by taxing improvements on land and other forms of wealth, and by taxing the exchange of wealth. Thus we have encouraged the monopoly of land, the source from which all wealth must be produced and have discouraged the production of wealth. A very small percentage, indeed, of the land in the United States is anywhere near put to its best use, and the very great majority of it is not used at all, nor can it be for centuries to come. And yet our land system has induced the taking up of land without any possibility or intention of using it till it is about all taken, even before our population equals eighteen persons to the square mile.

Much capital is absorbed by landlordism and allowed to go to waste laborers are forced to bid against each other for the privilege of applying their labor to the land; wages and interest fall; the processes of production go all awry; discontent prevails, and the minds of men are prostituted to such savage business as forbidding their laboring brethren of other lands from coming to our shores.

If one man can command the land upon which others must labor, he can appropriate the produce of their labor as the price of his permission to labor. The fundamental law of nature, that her enjoyment by man shall be consequent upon his exertion, is thus violated. The one receives without producing, the other produces without receiving. The one is unjustly enriched, the other is robbed.

The proposed remedy for prevailing evils, to which I wish to call attention, is simply abolish, "one after another, all other taxes now levied, and commensurately increase the tax on land values, until we draw upon that one source for all expenses of government, the revenue being divided between local governments, state governments and the general government, as the revenue from direct taxes is now divided between local and state governments, or a direct assess-

ment being made by the general government upon the states and paid by them from revenue collected in the same manner."

To quote from a document issued in explanation of this plan, the effect would be to.

1. Take the weight of taxation off of the agricultural districts where land has little or no value irrespective of improvements, and put it on towns and cities, where bare land rises to a value of millions of dollars per acre.

2. Dispense with a multiplicity of taxes and a horde of taxgatherers, simplify government and greatly reduce its cost.

3. Do away with the fraud, corruption and gross inequality inseparable from our present methods of taxation, which allow the rich to escape while they grind the poor. Land cannot be hid or carried off, and its value can be ascertained with greater ease and certainty than any other.

4. Give us with all the world as perfect freedom of trade as now exists between the states of our Union, thus enabling our people to share, through free exchanges, in all the advantages which nature has given to other countries, or which the peculiar skill of other people has enabled them to attain. It would destroy the trusts, monopolies and corruptions which are the outgrowth of the tariff. It would do away with the fines and penalties now levied on anyone who improves a farm, erects a house, builds a machine or in any way adds to the general stock of wealth. It would have everyone free to apply labor or expend capital in production or exchange without fine or restriction, and would leave to each the full product of his exertion.

5. It would, on the other hand, by taking for public use that value which attaches to land by reason of the growth and improvement of the community, make the holding of land unprofitable to the mere owner, and profitable only to the user. It would thus make it impossible for speculators and monopolists to hold natural opportunities unused or only half used, and would throw open to labor the illimitable field of employment which the earth offers to man. It would thus solve the labor problem, do away with involuntary poverty, raise wages in all occupations to the full earnings of labor, make overproduction impossible until all human wants are satisfied, render labor-saving inventions blessings to all, and cause such an enormous production and such an equitable distribution of wealth as would give to all comfort; leisure and participation in the advantages of an advancing civilization.

—WM. A. GARRETSON, in *Pittsburg Post*.

A Lesson From the Monopolists.

Last month's *Employee* brought to our attention the picture of a man, more prominent than any other individual in the history of railroads: A. A. McLeod, the president of the Philadelphia & Reading, the astute promoter and successful organizer and chief of the "Reading Combine," an aggregation of capital which will help to make or mar the annals of our state. It used to be a

taunt thrown at us that Jersey was owned by the Pennsylvania railroad, but judging by the feeble efforts made to resist the "Reading Combine," it would appear as if a new owner had now taken possession of the state and its officers, and that the "Reading Combine" was supreme. While the article accompanying the picture gives Mr. McLeod credit for many good qualities, there are some other traits of his character which deserve especial notice, his courage, boldness, pertinacity and quick grasp of matters and subjects have made him the leader in the "Combine," and should give him the right to the title of "The Great Combiner." Leaving the question of the good or bad qualities of Mr. McLeod's methods to be settled by the verdict of people in the future, we may draw a moral for our own benefit from his acts.

Mr. McLeod evidently has learned and fully appreciates the old maxim that "In Union there is Strength," and has succeeded in uniting a vast system of roads under his personal and absolute control. To an outsider it does not clearly appear what advantage could arise to the "Lehigh Valley" or the "Central" by entering the "Combine," for these roads were paying a larger dividend than they are to receive under the new arrangement, and it would seem as if it were a poor bargain on their side to give up seven and eight per cent and take six. That this is not clear to some of the stockholders of "Lehigh Valley," is also proven by their action in invoking the aid of the courts to annul the consolidation, but the directors must have seen some advantage somewhere (probably to themselves directly), or they would not have voted for the deal. Sifted down it is obvious that the object was to make money, for this is the prime motive of all enterprises, railroads included. Who would build railroads, equip them, improve them, enlarge or extend them, and strengthen them by agreements and combinations, if there were no financial inducements? Every dollar spent in improvements is expected to be worth one dollar and six, eight or ten cents at the end of a year, and if this does not result capital is disappointed. This being the case, money is the moving power and the increase of it the main object in all these moves, and to affect it combinations are formed by capital, and as these facts are so plainly brought to view every day it would be a dull mind indeed upon which the lessons of combination for the common good would be lost. Employés have studied these lessons and are slowly learning that if capital can combine and be benefited, it is equally right for them to combine and derive benefit from such action. But there are conflicting interests at

stake; for instance, what interest can a trackman have for a trainman, an engineer for a brakeman? But are they not all workers, even if the amount of their compensation does differ?

A practical lesson may be drawn from the "Reading Combine." We have here the "Central," which for several years had been paying an eight per cent dividend, which we will say is to represent some of the higher paid employés such as engineers, if you please; then the "Lehigh Valley," not having so large a dividend, might be compared to the other train hands; and lastly comes the "Reading," which had not paid dividends, and was just managing to exist, might be likened to the section men whose pay is hardly to be called a dividend. In the "Reading Combine," these differences were utterly ignored, and all agreed to unite for the common good, nor is there any good reason why the same thing should not be done by employés of all classes. You will also notice that the Central railroad was organized, that the road was built, that its traffic was assured, that all its officers were in place and at work and that it existed as a corporation and was complete in itself, and that the same was true of the "Lehigh Valley" and the "Reading," yet they combined for mutual advantage. The B. L. E., B. L. F., O. R. C., B. R. T., S. M. A. A., and other associations are organized, managed and officered and are doing good to their members just as the separate corporations could do, but by taking example of the "Reading" and forming a combine—a "Workers' Combine," let us call it—and then working in harmony, much greater good could be effected.

A move in this direction was the formation of the State Legislative Board, in which the different orders have united to protect themselves, their families and their homes from injustice, by watching our laws and law makers, and endeavoring to have only such men as would prove friends of the "Workers" elected to office, and then to have them enact such measures as would be just and right between capital and labor. But this "some may say" is politics! So it is, in a measure; but it is the only way in which labor will ever obtain its just demands. What difference should it make to me whether my friend is a Democrat, a Republican or a Prohibitionist, provided he will carry out his professions of friendship by aiding me in every honorable way, and should I not freely aid in electing him to office even if we disagreed on other subjects? These are practical questions, and the answer is so plain that we hope every reader will be ready to join the "Workers' Combine," working early and late for the common good as outlined by the Legislative Board of the Railway Employés of New Jersey.—Rox, in *The Railroad Employee*

The Lord's Prayer.

The following beautiful composition was captured during the civil war in Charleston, S. C., by a brother of Mrs. S. B. Helmer, of Kendalville, Indiana. It is printed on heavy satin and is quite a literary curiosity.

THOU, to the Mercy-Seat our souls doth gather,	OUR FATHER,
To do our duty unto Thee	who art in Heaven,
To whom all praise, all honor shall be given,	hallowed be thy name;
For Thou art the Great God	Thy kingdom come;
Thou, by Thy Wisdom rul'st the world's whole frame	Thy will be done
Forever, therefore,	on earth as it is in Heaven;
Let never more delays divide us from	give us this day
Thy glorious Grace, but let	our daily bread;
Let Thy commands opposed be by none,	and forgive us
But Thy good pleasure and	our trespasses,
And let our promptness to obey, be even	as we forgive
The very same	those who trespass against us;
Then for our souls, O Lord, we also pray,	and lead us not
Thou would'st be pleased to	into temptation,
The food of life wherewith our souls are fed—	but deliver
Sufficient raiment, and	us from evil;
With every needful thing do Thou relieve us;	for Thine is the kingdom,
And in Thy mercy pity	the power and the glory;
All our misdeeds, for Him whom Thou didst please	forever.
To make an offering for	—Amen !
And for as much O Lord, as we believe	
That Thou wilt pardon us	
Let that Love teach, wherewith Thou dost acquaint us	
To pardon all	
And though, sometimes, Thou find'st we have forgot	
This Love of Thee, yet help	
Through soul or body's want to desperation,	
Nor let Earth's gain drive us	
Let not the soul of any true believer	
Fall in the time of trial	
Yea, save him from the malice of the devil,	
And both in life and death, keep	
Thus pray we, Lord, for that of Thee from whom	
This may be had	
This world is of Thy work, its wondrous story,	
To Thee belongs	
And all Thy wondrous works have ended never,	
But will remain forever and	
Thus, we poor creatures would confess again,	
And thus would say, eternally,	

—The Telegrapher.

To Crush Organized Labor.

It is more than forty years since the Pinkerton business was established in the state of Illinois. In its infancy it was probably a legitimate business and occupied a respectable place in the commercial world. It is only since the development of the conditions which have given rise to the conflict between labor and monopoly that the Pinkerton family has schemed for wealth by usurping the authority of the state with a reckless disregard of the country's laws that was never excelled by the titled renegades of feudal times.

The springing up in the United States of a wealthy class amassing fabulous fortunes under the class laws giving them control of nature's storehouses or the right to plunder the people, furnished an opportunity for such an institution as Pinkertonism to become deep-rooted and national. The wealthy class, once established, saw

that its perpetuity depended upon force and intimidation and that its continual rise must result largely from the degradation of the working classes. Robbery must be conducted by force and that fact made the Pinkertons a necessity.

When some favored monopoly attempted to squeeze a little more of the life-blood out of labor and thus become involved in a strike there was no way in which the soldiery could be pressed into service as long as the strikers were peaceable, but the Pinkerton men could be called upon at once, and for so many dollars undertake to "break the spirit of the strike." This was usually done by bullying the strikers or shooting a few of the leaders. If this was not sufficient the spies of the agency were called into court and the strikers sworn into the penitentiary. In this way the Pinkertons became valuable and valued allies of the corporations, and their business grew and

flourished until it covered the territory between the oceans.

One of the circulars sent out by the Pinkertons to capitalists and corporations, but not by any means intended for publication in the *Age of Labor*, throws considerable light upon the methods of this thing called Pinkertonism. It ought to be authentic, coming over the names of Robert and William Pinkerton, and our readers will find it full of interesting information. It is herewith published in full :

PINKERTON'S PREVENTIVE PATROL.

Connected with Pinkerton's National Detective Agency, Founded by Allan Pinkerton, 1850.

PRINCIPALS :

WM. A. PINKERTON. ROBT. A. PINKERTON.

Chicago Office:

191 and 193 Fifth Avenue,

WM. A. PINKERTON, Superintendent.

New York Office:

66 Exchange Place,

GEO. D. BANGS, Superintendent.

Philadelphia Office:

45 South Third Street,

R. J. LINDEN, Superintendent.

SIRS: We take this method of calling your attention to the advantage of Private Police Patrol in case you are at any time in need of such services.

The Pinkerton Preventive Patrol was organized by the late Allan Pinkerton in 1850, it being the first uniformed Police Patrol in the city of Chicago, and from that time to date has had under its charge as watchmen all the banks and nearly all the wholesale and large retail business houses in Chicago. The members of this force are selected for their general aptitude for police duty, and are under strict discipline and in charge of experienced officers, who have been trained to the business.

We are therefore prepared to furnish uniformed men whenever required, by the day, week or month, for day or night duty, and we respectfully call the attention of those in charge of excursions, proprietors of public resorts, railroad and all other corporations who have to deal with large numbers of patrons or disaffected or striking employes, to the advantage of our Patrol System.

A daily written report is furnished to our patrons, when required, of any irregularities or occurrences transpiring during the time our officers are on duty.

The Pinkerton Preventive Patrol has furnished the police for the Hocking Valley Coal and Iron Company of Ohio during their recent protracted strike; Chicago, Wilmington & Vermilion Coal company of Illinois; Menominee Mining company of Menominee, Mich.; Muskegon Lumber Merchants of Muskegon, Mich.; Lumber Merchants of Saginaw City, Mich.; Rochester & Pittsburg Railroad and Coal and Iron company of Pennsylvania; Burden Iron company of Troy, N. Y.; and Troy Malleable Iron works. Under its supervision was organized the first Coal and

Iron Police Force in Schuylkill county, Pa., which was instrumental, to a great extent by aiding our detectives, in suppressing the Molly Maguires throughout the coal fields of Pennsylvania and preserving order there during the railroad riots of 1877.

The above list only comprises a few of the many corporations and individuals where the Pinkerton Patrol preserved order and protected property and employes who were willing to work while strikes were in progress.

Each season the Pinkerton Patrol furnishes the entire police protection for Manhattan Beach, Coney Island, N. Y., Starin's Glenn Island (Long Island Sound), N. Y.

Coney Island Jockey Club, Sheepshead Bay, Long Island; the Rockaway Steeplechase Association, Cedarhurst, Long Island, N. Y.; the Washington Park Club and West Side Driving Park, Chicago, and the Illinois State Fair.

The Pinkerton Preventive Patrol is connected with Pinkerton's National Detective Agency and is under the same management.

Corporations or individuals desirous of ascertaining the feeling of their employes, and whether they are likely to engage in strikes or are joining any secret labor organization with a view to compelling terms from corporations or employers, can obtain, on application to the superintendent of either of the offices, a detective suitable to associate with their employes and obtain this information.

At this time, when there is so much dissatisfaction among the laboring classes, and secret labor societies are organizing throughout the United States, we suggest whether it would not be well for railroad companies and other corporations, as well as individuals who are extensive employers of labor, to keep a close watch for designing men among their own employes, who in the interest of secret labor societies, are inducing their employes to join these organizations and eventually to cause a strike. It is frequently the case that by taking a matter of this kind in hand in time and discovering the ringleaders and dealing promptly with them serious trouble may be avoided in the future.

The reputation gained by the agency and patrol in the past will be a guarantee that any detective or officer furnished by us will be competent in every respect to discharge the duties required of him.

Watchmen for stores, docks, shipping, etc., etc., can be obtained at reasonable rates for permanent or special watching on application at either of the offices, which are connected by telephone. Yours respectfully

ROBT. A. PINKERTON,

Gen'l Supt. East Div. New York.

WM. A. PINKERTON,

Gen'l Supt. West Div., Chicago, Ill.

CAUTION—Parties making application for the service of the patrol or detective agencies are requested to see that their communications are addressed to the superintendent at either of the offices and properly addressed to the street and number, and thereby prevent being imposed upon by unreliable persons, who take advantage of a similarity to Mr. Pinkerton's name to put themselves forward as detectives without having had the experience, and who are entirely incompetent.

This circular letter, intended only for members of the plutocracy, makes very interesting reading for the laboring people and those interested in their welfare. The *Age of Labor* takes the liberty of using italics in a few of the sentences worthy of special attention. It is very clear that the mission of Pinkertonism is to crush labor organizations, and not satisfied with the work given them by corporations in times of a trouble they send out thousands of these circular letters suggesting that the employers of labor keep their employés under the watchful eyes of spies. The cold-blooded villiany of Pinkertonism comes to the surface in the proposition to "discover the ringleaders and deal with them promptly." Just what this "dealing promptly with them" means the reader must guess. At the best it is discharge and the black list. No doubt hundreds of poor fellows have tramped the country in a hopeless search for work, while their wives and children were ragged and hungry and perhaps homeless, on account of Pinkerton's hirelings having induced the company to "deal promptly with them." And the men who are thus made to suffer in order that Pinkerton's business may flourish are usually the noble fellows who are continually giving their time and energies free to the cause of labor, while the contemptible, sneaking, cowardly traitor, who sees that they are "dealt with promptly," is a conscienceless thief who earns a luxurious salary by sending men to tramp the highways or inhabit the penitentiaries. Any country which will continue to tolerate such iniquity deserves to lose its last vestige of liberty and its citizens all claim to manhood.—*Age of Labor*.

Government Control and Ownership of Railways.

This subject has of late received considerable attention, both from the secular press as well as the railway journals, and all imaginable reasons and points brought out to establish their relative positions either for or against the consummation of such a gigantic proposition. With few exceptions all the prominent railway journals are arrayed in opposition to everything tending toward establishing even government supervision of railways. After long and careful study into this matter we have reached the conclusion that the objections urged against government interference with the operation of railways have no tangible basis whatever. The railway service is just as much of a public institution and convenience as the mail service, and no man would come forward to declare that government operation of the postal service was a failure, and that it might be

improved by taking it out of the hands of the government and let the several hundred different individual railways handle the transportation of mail matter over their several lines. Assuming the mail service was at this time in the same shape as the railway service, how much do you suppose it would cost to send a letter from one point of the United States to another if such letter would have to travel over six or more different lines of railway? No road would charge less than two cents, which would bring the postage to twelve cents and over. The transportation of other mail matter, such as papers, packages, etc., would also be in proportion much higher and the efficiency of the service would undoubtedly be very much below that of our present system. Again the bulk of the mail business would be confined to a comparatively small number of eastern roads, which would heap up millions upon millions of net earnings in their coffers, while the western roads, with their light traffic, would have to do business, perhaps, at an actual loss. Under the present system of government postal service these conditions do not exist. The surplus of the earnings accruing in the more populous districts in the hands of the government are utilized in covering the deficits in the less settled parts of the country, thus giving a uniformly excellent service throughout the whole United States, a thing impossible if each individual railway had charge of the mail service along its lines.

The analogy between the mail service and railway service is perfect; everything said about the former is applicable to the latter. Statistics tell us from month to month and from year to year that there is something radically wrong with our vast railway industry. These railways enjoying a good location, serving a dense population, are rolling up millions upon millions of net earnings, while those in sparsely settled regions are sometimes unable to earn operating expenses, even though a higher rate is charged for the same service. This deplorable condition would speedily disappear if all railways were operated by the government. The surplus on the eastern roads instead of flowing into the pockets of millionaires would then be used to better the service in the remotest portions of the states. It would be used to put the roads and equipment in perfect order, to insure uniform comfort, speed and safety in travel; it would be used to employ the best men of the country to perfect the service in all departments. All railway employés would then be government employés, and it is safe to predict that they would all be a great deal better off than they are under the present conditions. As for the

trackmen, it would prove to be the greatest blessing that had ever or could ever affect their lot; it would at once raise them up to the same level of all other employés, and the position of trackmaster would be just as important and just as well paid as the engineer or conductor, while the track laborer should rank equal to the fireman or brakeman. It would make them at once respected, dignified public servants, and inspire them with ambition to show by their accomplishments that they are well worthy of the trust and good salaries they are receiving.

The foregoing by no means exhausts the reasons why government ownership would be a blessing for the people. But we do not at this juncture intend to discuss the subject any further. The consummation of such a gigantic project will require, however, long years of agitation, and a complete revolution and purification of national politics. Under present conditions it would be the height of folly for the people to intrust the operation of such a gigantic and all-powerful machine into the hands of unscrupulous politicians, who would simply use their power to further their own ends. What we first must have is a clean, honest administration, a government which will pass and enforce laws giving justice to all. Special laws would have to be made for the protection of the vast army of employés, insuring them steady work at good wages so long as they are competent and able to perform their duties properly and to prevent their dismissal for any other reason but good and sufficient cause. Not until this is done will it be safe to ever advocate government control and ownership of railways. Telegraph lines and express companies of course should also be then in the hands of the government since they are just as much public institutions as postal and railway service. But, as said before, it would never do to attempt anything of the kind until current political methods will have undergone a complete change.—*Roadmaster and Foreman.*

Property is Safe.

The most extraordinary fact in the series of wild occurrences at Homestead is that not one iota of the property of the mills from which the workmen have been locked out has been touched. Everything in the shape of property belonging to the mill has been respected. There has been battle with the feudal army of hirelings maintained temporarily by the mill people, and there has been grievous loss of life in the ranks, both of the Homesteaders, who were about to be driven from their homes, and the Pinkertons, who came at the beck and call of the

Carnegie people to drive them thence. But not one dollar's worth of the property belonging to the company has been destroyed. If the Pinkertons had not been called into action it is altogether probable that there would not have been any tumult whatever. The company's works are far more efficiently guarded by the men whom it has seen fit to throw out of its employment than it would have been by the men whom it armed with rifles for its protection. In the disorder and excitement incident to the advance and the repulse and capture of the entire body of Pinkertons and their subsequent release it would have been easy to have applied the torch to the works, yet, maddened as the crowd was, it never made an attempt of the kind.

This is extraordinary forbearance under all circumstances. The company coldly proposed to ruin the lives and fortunes of these men, but the men do not retort upon the company by destruction of its valuable property. What remains to be done is to endeavor to bring about such understanding between the mill people and the locked out laborers as shall enable all persons to go forward with the work of the mills upon fair division of the tariff spoliation which the American people, as a whole, are compelled to pay to persons engaged in the iron industry. The secretary of the Carnegie company practically admits that the sympathy and good wishes of the best people in the community were with the people who were locked out. Why should it not be so? All the people of the republic are compelled by tariff laws to contribute from their store whenever they ride on a railroad, whenever they build a house into whose construction iron enters, whenever they cross a bridge made of iron, whenever they purchase or employ steel or iron in any way to the iron industry, and they are told that there will be fair division of this tribute with the workmen. Seeing on every hand that no division is made, they feel outraged, doubly outraged, first that they are plundered and next that the plunder is not properly divided. The same secretary is of the opinion that the end of the Amalgamated Association will have been reached and declares that iron masters will have nothing further to do with organized labor.

Small wonder that these iron masters object to organized labor! It is due to organization, not to the tariff, that iron men receive some consideration from employers. The secretary denies emphatically that Mr. Frick is guarded by detectives and declares that there is no necessity whatever for such protection. He could not have paid higher tribute to the patience and justice of the men whom Frick had so fearfully outraged.

The Carnegie company has done everything to destroy organized labor, and organized labor has done everything to preserve the property of the company.—*Chicago Times*.

Labor is Misrepresented.

CHICAGO, Ill., Aug. 17.—*To the Editor:* An editorial appeared in the *Herald* this morning which so grossly misrepresented the Buffalo strike that, as a railroad man and an advocate of the principles of organized labor, I ask that you allow me space to say a few words on the other side of the question. Under the headline, "It is Anarchy, Not a Strike," the *Herald* says in part:

"Never has anything more sudden come upon the world than the anarchical strike at Buffalo and the accompanying acts of lawlessness and violence. With the announcement of the strike came the account of the burning of cars and the wanton waste and destruction of property. No dispute about wages or the hours of labor can justify these strikers, though they were revolting against arbitrary taskmasters, but when the world comes to understand that all that is involved is from \$5 to \$8 a month in wages and from a half hour to an hour a day in time, no other feeling than indignation will be aroused.

"That such a contention could not be settled peaceably is a disgrace to civilization, but it also shows that the switchmen have little faith in the justice of their cause when they refuse to present their case to the world before proceeding to extreme measures. What have they done? They have destroyed property of great value, unsettled values on the stock and grain exchanges of the country, inflicting immense losses upon a large number of innocent persons, and terrorized a great community. A few hundred strikers have done this in the attempt to exact from their employers one or two additional weekly dollars for themselves. That is the way Rob Roy harried the English border a century and a half ago, and in his day it was called blackmail."

It is evidently the intention of this article to hold the switchmen responsible for every act of lawlessness at Buffalo, and their denial and the public utterances of the grand master against the destruction of property seems to have no weight. Having taken it for granted that the switchmen alone are to blame, the *Herald* asserts that when the public understand that all the fuss is over a question of from \$5 to \$8 a month the feeling against the switchmen will be one of indignation. Will it, indeed? Let us look a little into some interesting facts.

These men who struck asked for what? Simply that they be paid the same price received by the men doing precisely the same work in other yards in the same city. Now, these other men who are getting from \$5 to \$8 a month were more so paid much too little. They were doing hard, filthy and dangerous work for less money than a road carrier is paid. If simple justice were to be

done the wages of the best paid among them should be raised many dollars a month. Those who struck did not, however, ask for what they should honestly receive, but for as much as others were getting. They asked for this in the proper manner. They made the demand in an orderly and lawful way. And how did the official who received them treat the request? He told them to go to the devil, and added that they didn't dare to strike.

If there is a place for indignation this is where it begins. Here is a body of honest workmen, overworked and underpaid, sending their legal representative to the representative of the company which is keeping the money they earn and making a peaceable demand for it only to be met with abuse. Instead of getting the relief to which they were entitled by every principle of justice they were taunted with their supposed helplessness. Let the apologist for monopoly honestly say what would naturally follow. Is it reasonable to suppose that after being robbed these men would not be aroused to hot indignation by such a reply to their just demands?

It is a small matter, says the *Herald*, this \$5 to \$8 a month. Yes, to a man who earns a comfortable salary it is a small matter; but to the man trying to support a family, to pay house-rent, to meet doctor's bills, to carry insurance, to give his wife a comfortable home and his children an education on \$60 a month it is a different matter.

But if it is really a small thing for a man so situated then what is it for the company? If it is small for the men it is a thousand times smaller for the corporation. The *Herald* easily sees that it is a little thing for the men to fight against, but it is totally blind to the fact that it was big enough for the company to fight for. It is not, however, a question of big or little. It is a question of right and wrong. When men are required to work for \$8 less a month than other men in the same city receive for precisely the same labor they are being robbed of just \$8 every month they work. When, under such circumstances, these men demand that the robbery shall cease, and the company refused to stop it, they would be less than men if they did not strike. It is immaterial whether the sum is \$8 or 8 cents. It is simply a question of who the money belongs to.

The *Herald* arraigns the strikers for "unsettled values of the stock and grain exchanges of the country, inflicting immense losses upon a large number of innocent persons and terrorizing a great community." And all this they have done, says the *Herald*, "in the attempt to exact from their employers one or two additional

weekly dollars for themselves." Now isn't it remarkable that all these calamities have been caused by the strikers, and that the company is blameless? There is but one conclusion to be drawn from the *Herald's* position, and that is that it believes the men should have quietly submitted to this outrageous robbery rather than bring such misfortune upon the community. According to this plan for relieving the corporation of responsibility if a footpad waylays you and you seize and beat the ruffian soundly you are responsible for his injuries, and if the row disturbs the slumbers of the neighbors and wrecks the nearest flower beds your course will arouse in the public mind "no other feeling than indignation."

In its half-column article the *Herald* has not a single word of condemnation for the corporation, although it knows its refusal to give the men justice caused the trouble; knows that other companies willingly pay what these men asked; knows that the men would be paid uncommonly low wages if they got what they have asked; knows that their work requires great skill, good judgment, physical endurance, steady nerves and great courage, and that it is the most hazardous occupation known to civilization. It knows, too, that one of the companies of which the demand for honest wages was made easily averted trouble by paying what others pay. And yet it says the men alone are responsible for the strike, and contemptibly seeks to advance the idea that they are extorting money from the company as "Rob Roy harried the English borders a century and a half ago."

That a paper which assumes such a position toward labor should have the audacity to pose as the adviser of the workingmen is scarcely credible, yet the *Herald* closes with this:

"The workingmen of Chicago and of the country can never justly sympathize with or lend encouragement to a cause so abhorrently conducted as this has been."

It will be a sorry day for labor when a journal in which such stuff appears has enough influence among workingmen to turn the sympathy of a single man from his struggling fellows.

It may or it may not be true that some of the hot-headed among the strikers have countenanced the destruction of property. Even if it is so, it is not astonishing in the face of the fact that the company has mistreated and robbed them for years. If the switchmen have damaged the company it is in an infinitely less degree than the company has damaged them. So far as dollars and cents go the money accruing to the company by reason of the low wages paid is many times the cost of the property destroyed. When the *Herald* presumes that by dilating upon the de-

struction of property and shouting "it is anarchy not a strike," it can drive sympathy aside and hide the fact that this strike is a revolt against wage robbery it sadly mistakes the intelligence of the laboring people. Above and below it all they see the real question at issue—the question of whether those who toil shall have an honest share of the wealth they create.—*L. W. Rogers in Chicago Times.*

Not all Heroes.

ENGINEERS WHO STICK TO THEIR ENGINES ARE TOO SCARED TO JUMP.

"Yes, I've been pretty badly scared several times since I began railroading, fifteen years ago," said an old freight conductor, "and don't really know which one was the worse, although of course I always thought the last was. We're all of us human, and if a man tells you he doesn't get scared railroading don't you believe him. I've seen lots in the papers about heroic engineers who staid at their posts and sacrificed their lives trying to save others. When you show me one man that takes those chances for humanity's sake, as they say, I'll show you a hundred who staid just because they were too scared to jump or didn't have time.

"A man thinks mighty quick sometimes, but he doesn't always have time to think of anybody that's behind him. When a fellow's running across the country a mile a minute in pitch dark and all of a sudden a big headlight flashes in his face or a pair of red lights show up in front, he is mighty apt to forget what the papers will say about a hero at his post. If he can move at all he shuts off and throws her over and plugs her with one hand, working the air brake just because it's second nature and he can't help himself. It's what they call mechanical, and a man will do it without really knowing what he's doing. Then he'll jump if he can.

"Talking about these heroes, I'm one of them myself. I've a big reputation up north as a man who'd stick to his post. It was when I first went to railroading. I'd been raised in my superintendent's family, and when I got old enough I went to firing on the Milwaukee. About three months after I'd got a regular run I was out on a freight over night. We'd had a rush and I was pretty tired, and about 12 the head brakeman took the fire for awhile and I went to sleep. I was sitting on the front end of the seat, dead to the world, when a couple of red lights on the tail end of a caboose showed up. The freight ahead of us had broken in two and we caught the hind end in a cut. The engineer shut off, but he didn't

have time to throw her over and plug her, and he and the brakeman jumped without even waking me up.

"We hit the caboose pretty hard, I tell you, but instead of breaking her up or ditching, the pilot went under the car and raised it right up till it slid half way up the boiler. The shock woke me up, but I was only half awake then. She was moving along slow yet, and when I saw the red lights on the caboose the first thing that struck me was that we were on a siding and that the engineer had got off, leaving the engine in forward motion and she had leaked or sprang her throttle and gone into another freight on the siding ahead of us.

"I jumped over to the engineer's side and threw her over and plugged her hard. It didn't take much to stop and I stood there for a minute commenting profanely on the engineer's leaving her in forward motion; and yet if I had been wide enough awake to think of jumping, you bet your sweet life some other fellow would have been the hero and I'd tried to beat the engineer and brakeman out of the cab window."—*Kansas City Star*.

Hunting the Autocrat.

The whistle of a locomotive as it whirled through the fields on the division line of farmers Botcher and Quester, who had paused in their work at the line fence to talk a few moments while resting, caused farmer Botcher to remark, "I would give yeh five thousan' for that eighty 'joinin' me if the pesky railroad didn't cut through it, Quester." "Darn 'em!" said Quester, "I wish the railroad had never come nigher than Wheatville, where it was when we settled here, Botcher; I'd rather draw wheat fifty miles than to have to 'low them railroad autercrats to cut my farm and cut prices on what I raise as they have." "Who is the autocrat, Quester? I've hearn tell about autercrats so much, since the interstate commerce law passed, runnin' over our farms and us farmers, I'd like to see one of 'em.

'At the grange meetin' they say autercrats are to blame for the poor price of grain. In my paper, *The Plotzman* the editor says the autercrat keeps corn down with high rates. *The Farmers' Friend* declares the autercrat to blame and responsible for our pork selling so cheap in these parts, by discriminatin' agin' us. I'd like to see one of them autercrat fellers who can do such awful damage to us farmers."

"Quester, sure as I live, I'm goin', after harvest, to take a trip jest to see what kind of a feller they be, any way, and what an autercrat looks like." After harvest, one morning, farmer Botcher as-

tonished his family by declaring "he was goin' a huntin'."

"Why, pa!" said Mrs. Botcher, "You can't hunt; don't you remember when you tried to shoot that old Buff Cochon rooster? You tried six times and missed him, then threw a stick of wood and keeled him over just long enough for me to grab him and wring his neck. What will you hunt?"

"Let me go with you, dad," said Ben, his ten year old son, "to carry the game."

"What are you going to hunt pa?" said Lucy, "When will you go?" said they together.

"What and when am I goin' to hunt, listen. There's a something belongs to the railroad called an autercrat, so I hear at the grange, so say the farmers' papers. He keeps down the price of grain, hogs and cattle. I have hearn of aristercrats, them proud fellers so many of them who were killed in the French Revolution. I didn't keer to see them, but an autercrat I would like ter see, such as they keep on the railroad. I'm goin' to find one too, for any feller with the power to pinch farmers the way the grange and our papers say he can pinch us must be worth huntin' to look at and askin' how he can do it."

With his grip packed full of lunch and linen for his journey, farmer Botcher said good bye to his family, causing Mrs. Botcher to remark, "Pa's gotten' mighty curus in his maturin' years, to go huntin' autercrats just to look at one."

"I wish dad had 'lowed me to go along to carry the game," said Ben.

"An easy job you would have, Ben, carryin' any game pa would get," said Mrs. Botcher.

"I hope he'll see one so he can tell me when he comes home if an autercrat is anything like an aristercrat," said Lucy.

Unconscious of the home comments and longings farmer Botcher proceeded to the station, where he asked the agent for "directions to find the company's autercrat."

"What?" said the agent.

"The autercrat; I want to see the railway feller called the autercrat, I've hearn so much of."

The agent, who peculiarly hated brakemen in general, and passenger brakemen in particular, for for some private reason, replied, "Oh! the railway autocrat. There he is, that man with the badge standing at the coach steps, who must see your ticket before you can get into the train; he is the railway autocrat. I don't know any one more absolute."

Approaching the brakeman, farmer Botcher said, "Be you a railroad autercrat, mister?"

Being quick to "catch on" that some one was "guying" him and the farmer, he replied, "Not

THE RAILWAY CONDUCTOR.

now; the old man is the autocrat; he starts the train and runs the whole concern; he must be the one you are after."

"That agent was mistaken, I reckon," said the farmer, "he told me you was the autocrat, but I don't wonder he made such a blunder, cause you do look powerful smart."

"Get on and I will show him to you," said the brakeman, "when the train starts."

As the conductor appeared, "There he is," said the agent's terror.

In reply to the conductor's call for "tickets" farmer Botcher said, "Be you a railroad autocrat?"

Looking dazed for a moment he hesitated, then, comprehending the capacity of his questioner and deciding he was not a joker but a veritable innocent, he replied, "he was no longer an autocrat, whatever he once may have been or his class claimed to be in an early day upon railways; now they were very much democrats or of the people below, certainly not above them."

"The autocrat seems to be a shiftin' cuss," said the farmer. "Who is he? I want to see him."

Deciding to send him along when the train stopped the conductor took him to the engineer, who was told "a friend wanted to ride ahead a little while," at the same time telling the farmer "the engineer was the man he sought."

After starting, the farmer said, "Be you the railroad autocrat?" Quizically "sizing up" the visitor and seeing the kind of "friend" the conductor had unloaded upon him, the engineer replied, while mentally he vowed to get even with the conductor. "I used to be a railroad autocrat but no longer claim absolute control of anything, even my engine. I used to say how many cars I would pull, how many to set out, when to stop, go when I got ready; after the conductor was ready I would have to oil around, turn up a nut, set up a wedge or pack a piston. I used to say when I would go out, whether 'next' or 'six times' out, I would not go until 'rested' good and hard. Now all is changed, with 'rated' engines for freight cars and conductor's valve brakes on passenger cars. I pull what the superintendent says pull, and if I don't stop when signalled the con. stops me with his brake; since my grange has been locked out so frequently we are no longer autocrats. The superintendent is the autocrat now. He says go and I go; pull and I pull; see?"

"Shiftin' cuss, that autocrat," said Botcher.

Pulling into the terminal station he was shown where to find the superintendent's office.

Clinging to his grip he stalked into the super-

intendent's office and plumped out "Be you the railroad autocrat?" Being a modest man, the superintendent denied the implied power. When told how the farmer gained that impression he smiled grimly, saying, "The boys thought to get back at me."

When he learned what farmer Botcher was seeking, he said, "I am simply the gun that shoots the ammunition furnished me. When furnished blank cartridges to shoot only to scare someone with noise and smoke, I shoot the same as if I expected to kill."

"Just what I did at the old buff cochin rooster," said Botcher.

"When furnished ammunition that knocks someone over I 'lay them out' while some one else really does the 'chopping off of heads.'"

"Just like me, the rooster and my wife," muttered Botcher. "I wonder if she's an autocrat."

"So you see, farmer," said the superintendent, "I am not an autocrat. If you want to find him go to the general manager."

"Shiftin' cuss," said the farmer. "I'll find him yet, or bust, consarn me."

While the manager was hard to see for employee or pass hunter, when the office boy announced "A farmer in the waiting room," audience was granted usually immediately, if possible; being possible when farmer Botcher was announced he was admitted at once, when the same query, "Be you the railroad autocrat?" was made soon after entering the manager's presence.

The manager, taking in the situation at a glance, replied, professing ignorance of the farmer's meaning, although to employees he claimed autocratic powers in each case policy dictated the course pursued.

Botcher explained how "the grange and agricultural papers said railway autocrats were to blame for the many ills befalling farmers in the present day, and he wanted to find this autocrat so powerful, who could pinch prices, pinch farms and pinch the farmer by what was discrimination."

"Where is your farm, Mr. Botcher," said the manager.

"In Wofflebotchwinder county."

"Fifty miles from here, is it not?"

"Yes, sir."

"Our road is the only one you have?"

"Yes, siree, one too many, tew."

"What did you get for wheat before it came through?"

"Forty and fifty cents a bushel."

"How much before the interstate law after our line came through your place?"

"Eighty cents and one dollar."

"And sold at home, saving fifty miles in hauling?"

"Yes, sir; I reckon yer right there."

"Before that I was an autocrat, 'since that is the ammunition furnished me by the autocrats who made the law and I cannot make rates to favor you as of old, I must shoot that kind. I am only knocking you over with the club placed in my hands by you farmers, who thought you were 'getting the worst of it.' The politicians, who through you caused the passage of that law, are the ones who really kill you." ("The buff cochin again," said Botcher.) "You as one of the people helped to place these men in power who made the law controlling railways and railway action, therefore, you, sir, and your kind are the railway autocrats; you are one who helped muzzle railways and fix rates in a cast iron mould, therefore you are the autocrat."

Farmer Botcher left the manager's office with a feeling of having learned the truth. As he walked toward the depot to take a train for home in Wofflebotchwinder county, he muttered, "Autercrats, autercrats, what darn fools we farmers be to believe everything we see in a farmer's paper and all we hear from politicians against railroads."

"I vum, I used ter haul wheat fifty miles for forty cents a bushel, so did Quester, and when the railroad raised the price of wheat and shortened the haul, Quester and I kicked because the line cut our farms in two; why, darn me, them farms cut in two are wuth more, each piece cut off, than the hull farm was wuth fifty miles from market. Autercrat, autercrat; well I'll go home and do a little thinkin' for myself when I vote next time."

Arriving at home less confident and more subdued than when he started away, he was saluted by Mrs. Botcher with

"Pa, did you find the autercrat?"

"Dad, where is your game?" cried Ben.

"What did he look like, pa?" said Lucy.

"I found him ma. I am the 'game' Ben. He looks like me Lucy. Only think, I am the autercrat. The general manager of the road said so, and proved it tew. Keeled me over with a feather, most like I keeled over the rooster. I'm a curus, kickin' old granger huntin' for a remedy for a sickness I help to git and keep gittin' every 'lection cause us farmers swaller everything again railroads from politicians. Only ter think I am the railway autercrat."

Have We An Honest Judiciary?

Can the laboring men of our country get justice in the courts of our land, especially when contending against capitalist or corporations?

This may seem to many a very strange ques-

tion. But one who has made a study of the labor question, as the writer has for a number of years, will be forced to say that it is of rare occurrence to record a judicial decision in favor of labor when capital is the opposing element.

It is lamentable that such a state of affairs should exist in our republic, but that they do exist is true, and but very recently have the liberty-loving American people been given proof of the charge made against our judiciary.

Judge Ewing, of Pittsburg, Pa., in a recent decision, in which the Carnegie managers and the Homestead strikers were litigants, wherein the Homestead laborers, through Hugh Ross, charge the Carnegie managers with murder, his learned judge made use of the following language; "I think if the story in the newspapers is true, none of the men charged in the information can be held for murder, and most certainly not in the first degree. The men (Pinkertons) in the barges had the right to use all necessary force to maintain possession of this property."

It is apparent to any fair minded man that Judge Ewing's opinion in favor of the Carnegie men is based upon newspaper reports and that he throws the law and the facts to the wind, and renders his judicial opinion in favor of the corporation and against the laborer. This *judicial pirate* ignores the statutes of *Pennsylvania* and flies to the newspaper reports upon which to base his decision. In our humble opinion Judge Ewing was quite too previous in making his statement about the rightful action of the Pinkertons as quoted.

But this is only one of many cases that can be cited. I cite this because it is of so recent a date and can be the more easily referred to. Such decisions are becoming so numerous that the honest masses may well exclaim, "Where are we drifting?" "Where, oh where, is there a place or a court that a poor laboring man may find justice?" It would be well for the thinking men of our country to ponder over this subject and ask themselves if there is no way out of this growing evil. All must admit that there is a growing disposition in America, especially on the part of corporations, private as well as municipal, to take the law into their own hands and settle their troubles by force instead of appealing to the courts, which they largely control, but when these corporations find that by their brute force they cannot carry their ends, then they fly to the judges and courts, that they are largely instrumental in placing upon the bench, and pray that they protect them and their property, and these same corporations have planned and worked for months to make possible and bring about the issue between themselves and their employes. And still you ask where are we drifting? I answer into feudalism. And if we do not hasten

back to the days of honest administration of justice in our courts, we will drift still farther away from Magna-Charter, and we may yet live to see Washington's republic supplanted by a monarchy to a moral certainty. The corporate barons of this country, like Gould, Vanderbilt, Astor, Rockefeller, Russell Sage, C. P. Huntington, Edward Atkinson, Calvin Brice, and a great many others of this stamp, want the power of control in the hands of a few and not the many. Capital in this country has passed the point where they can realize that the better paid wages brings them better help, so bent are they on getting large and still larger dividends on watered stocks that they work to reduce the laborer to the very lowest possible per diem. They recognize no partnership as between capital and labor. Capital demands a surrender of all rights and requires a servitude, and just here is where the two must and will part, for the American laborer will never yield his rights of American manhood. He proposes to reason and be reasoned with, but never to be driven. If capital would form a partnership with labor for labor's best results, the efficiency of labor would give him an increased reward in return for the interest taken. There would be fewer complaints or strikes, and the breach between capital and labor would soon be closed and dishonest judges would soon sink out of sight. But as long as capital demands and gets \$4 worth of labor for \$1.50 they cannot and should not expect the laborer to take a very lively interest in capital's welfare; nor will labor seek opportunities to save capital's property from harm. Working 12, 15 and 18 hours for from \$1.00 to \$1.50 per day will never make man very ambitious to make an extra dollar for the corporation or individuals that employ him.

The efficiency of labor will always increase with the increase of wages.

Capital and corporations in this country may as well learn this lesson at once, that they will not be permitted to silence by force the complaint of the laborer, but must resort to reason, and our representatives will be held more closely to an accountability for their acts and doings. This is an age of reason and not of brute force. The middle classes of our people are waking up and will be heard; the masses of the people are determined to find a solution of this great question, and, while justice has been slumbering and corporate power running wild under protection of vicious legislation and corrupt courts for the last thirty years, they will find that when the masses rise in their sovereign power they will speak in no uncertain language. Jerry Black spoke a grand truth when he said, "Justice moves with a leaden-heel, but strikes with an iron glove." And when she strikes, the blow will fall heavy on the head of the corrupt combines and trusts, and we may hope for a new and more prosperous epoch in the history of our country.

What are the 16,000,000 of laborers in the United States doing to bring about a solution of this great and trying problem? Are they organizing to advance their material interest, or are they waiting, like Micawber, for something to turn up? Surely you hold the key to the situation, if you will be true to yourselves and properly organize for protection as capital has done. If you are represented in state and national governments by friends; by men of your own ranks

who will enact proper laws, the laborer would soon emerge from the gloom. I am a firm believer in organization of all industries and all branches of labor for mutual protection and to advance every honest and legitimate interest in our country. Let labor organize to advance the interest of labor and hold in check the greed and grasp of foreign and native capital, and let a partnership exist between organized labor and organized capital for mutual development and the mutual profit of all concerned. The 3,000,000 of partially organized laborers in the United States have a great work to perform. It is in the range of possibility for you to bring about this great reform. Go to work at once on the fairly well to do middle classes, the 3,500,000 who are not organized and stand aloof. Get them in line, but first get *well in line yourself*. Now you have 3,000,000 of laborers who are *scabs*, and sell their votes to corporate capital. They are here as the result of importation from the slums of Europe—Italians, Huns, Poles, Chinese—the very worst element of Europe; they are to be properly educated that labor is honorable and the laborer, if he will, can and must be respected. Get proper men in state and national councils and stop the Carnegies, Corbins, and others of that class from the annual importation of 350,000 to 500,000 European scabs and criminals to this country to come in competition with American labor and who never can and never will become good citizens, but will keep on selling their votes; placing corrupt men in office, state and national, and as a result aid in maintaining a corrupt judiciary and increasing the amount of crime committed. They are filling to overflowing our prisons, almshouses and asylums, and will have a baneful influence upon the youth of our land. Then I appeal to the 3,000,000 of organized laborers in America to stand like a *stone wall* for co-operation, consolidation and federation—see to it that you are represented by your own organizations in state and national government, and you will very soon reap the fruits of your labor and this country will soon enter upon a more prosperous era.

What are the 700,000 railroad employes doing to aid in this great work? Do you know that at least two-thirds of the railway employes of this country are put down as indifferent to *federation*? Is it not time you were waking up and getting in line? Is it not time the 18,000 conductors were getting in position to help themselves and their associates and are not the engineers aware of the fact that they are growing to be less a power in the land? Such is the case; and the time has come when all must join forces and make one grand united effort for organized labor and a perfect and strong federation of all railway employes. You have not an hour to lose. Your employers, the great railroad organizations, are getting stronger, for they are getting better organized, and they are daily tightening their grasp upon your throat; prompt action is the only thing that will save you. Then, while you may, organize to a man, and get in close touch; be just to yourselves, your fellow-laborers and the interests that you represent. Talk and bluster will not count; you must act; *federate*, and join the 3,000,000 in the grand march of reform for equal rights for all and special privileges for none, an honest government and above all things, an honest judiciary in Washington's republic.

EXCELSIOR.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

BUTLER, IND., July 22, 1892.

Editor Ladies' Department:

On July 21 our little city was thrown into some considerable excitement by the appearance of eight strange ladies who appeared rather suddenly, and many wondered who they were and where they came from and what they were here for. I would like to say, through THE CONDUCTOR, that it is a very easy matter now to find out their mission here. They have come, and they have gone, and you can say that while they were here they left behind them an impression that time cannot blot out, and that is a nicely instituted Division of the Ladies' Auxiliary to Butler Division No. 207 of the O. R. C. They were as follows:

Grand President:—Mrs. J. H. Moore; Mrs. McIntire, Mrs. McWilliams, Mrs. M. A. Loop—she did not have her optic tied up, either; Mrs. H. Carrens, Mrs. Tomlinson, Mrs. J. Powers, Mrs. Huccey.

Their offices in the Division room I cannot remember. They installed as officers here:

Grand President:—Mrs. Cash.

Vice-President—Mrs. Frank Stauffer.

Junior Sister—Mrs. J. R. Craun.

Senior Sister—Mrs. C. L. Sine,

Secretary and Treasurer—Mrs. A. D. Wells.

Guard—Mrs. W. F. Engle.

And your humble servant as correspondent.

The above list contains material good enough to constitute a Grand Division.

Now, to say that the Toledo Sisters will ever be forgotten is a mistake and cannot be tolerated for one moment. This little Division of fifteen charter members will be known as Friendship Division No. 22, (the number is subject to change). We are only sorry that the officers of Banner Division No. 6 could not remain longer and sorry also that we were not able to furnish them with a more comfortable hall; but I think, had the weather not been so warm, it would have been more pleasant.

If the city of Toledo can always furnish as fair a representation of good health she can boast of being the coming city for little people to visit and grow corpulent, for they are the picture of good health in its brightest hues. We would have them understand that their welcome is not worn out and they must come again.

If the members of Friendship Division take hold of their work as they did the good things spread before them at the pleasant home of Sister and Brother Stauffer, I would not think of such a thing as failure.

They will need some little assistance in the financial way and the Brothers of 207 should not be backward in chipping in to help feed the goat that kicked Sister Loop in the eye. I would not take up your valuable space, but I would love to air that eye.

Now to close, I would say that you can depend on it that this Division will come to the front in a short time, and while we do not expect to occupy all your room in the Ladies' Department, we would say that you will hear from us once in a while at any rate.

Again we extend a hearty welcome to all who come this way, and to Banner Division No. 6 life long prosperity; and to the new Grand President unbounded success in her new undertaking.

Yours in friendship,

MRS. C. M. HARRINGTON.

WILKES BARRE, Pa., Aug. 2, 1892.

Editor Ladies' Department:

On April 15, 1892, Springer Division No. 20 L. A. to O. R. C. was organized at Wilkes-Barre, Pa., by Mrs. C. L. Springer, Deputy G. P. We had sixteen charter members.

The following officers were elected:

President:—Mrs. Jos. Winder.

Vice-President:—Mrs. I. H. Collins.

Secretary and Treasurer:—Mrs J. H. Keithline.

Senior Sister:—Mrs. J. Frank Williams.

Junior Sister:—Mrs. J. F. Cavanaugh.

Guard:—Mrs. Dan'l Mack.

Correspondent:—Mrs. E. H. Pryor.

Chairman Executive Committee:—Mrs. J. R. Bennett.

We have received but one application up to the present time, but we now expect to have quite a number, as the conductors' wives are just getting interested and are anxious to get a look at the goat; Sister Pryor says it is a high kicker, but Sister Williams thinks she can hold it down with her 190 pounds.

My advice to all the conductors' wives is to join the Auxiliary, and let us see if we can't make it a beneficial order in every respect. Mr. Editor, I will close for this time, and if I am not strung up by the thumbs I will call again.

Please insert the enclosed resolutions in THE CONDUCTOR and oblige

Yours in T. F.,

"YOU KNOW."

WILKES-BARRE, Pa., July 20, 1892.

At a regular meeting of Springer Division No. 20 a committee was appointed to draft resolutions in reference to the great suffering brought upon our beloved Sister Williams in the death of her daughter.

WHEREAS, It has pleased Almighty God to remove from the family of our Sister Williams her beloved daughter.

Resolved, That we, the Sisters of Springer Div. No. 20, do extend to Sister Williams and family our deep sympathy in this their hour of trial and suffering.

Resolved, That a copy of the above resolutions be presented to the afflicted family and a copy also forwarded to the Journal for publication and same be entered upon the minutes of the Order.

MRS. J. H. KEITHLINE,
MRS. E. H. PRYOR,
MRS. I. H. COLLINS,

Committee.

WILKES-BARRE, Pa., June 1, 1892.

VOTE OF THANKS.

Springer Division No. 20 L. A. to O. R. C. wish to tender their thanks to the Brothers of Wyoming Valley Division No. 160 for their kind donation of paper, envelopes and money, which was very acceptable, and hope to be able to return the compliment at some future time.

Yours in T. F.,

MRS. I. H. COLLINS,
MRS. W. W. MARSDEN,
MRS. E. H. PRYOR,

Committee.

COLUMBUS, Ohio, Aug. 6, 1892.

The fourth annual convention of Ladies' Auxiliary to Order of Railway Conductors met at Philadelphia, Pa., June 14, 1892, at which time a great amount of business was transacted and a number of subjects discussed regarding the welfare of the order.

If we can judge each division in general by their representative, we are safe in saying they are composed of intelligent women; for each delegate worked faithfully and to the interest of her division.

The election of officers occurred on Friday afternoon. It was the unanimous wish of all that Mrs. C. E. Ragon should again accept the nomination for Grand President, but sorry to say she positively declined. The election closed with the following result:

Grand President—Mrs. Jas. H. Moore, Toledo, O., 423 Langdon St.

Grand Vice-President—Mrs. B. T. Wiltse, Philadelphia, Pa.

Grand Secretary and Treasurer—Mrs. W. E. Higgins, 689 South fourth street, Columbus, O.

Grand Senior Sister—Mrs. O. N. Marshall, Galesburg, Ill.

Grand Junior Sister—Mrs. L. C. Gunn Andrews, Ind.

Grand Guard—Mrs. G. M. Longbridge, Creston, Iowa.

Deputy Grand Presidents: Mrs. W. C. Turner, De Soto, Mo.; Mrs. O. N. Marshall, Galesburg, Ill.; Mrs. Geo. E. Partridge, Frankfort, Ind.; Mrs. C. P. Hodges, Cleveland, O.; Mrs. W. H. Shafer, Sunbury, Pa.; Mrs. G. M. Longbridge, Creston, Iowa; Mrs. B. T. Wiltse, Philadelphia, Pa.

Executive Committee: Mrs. C. P. Hodges, Mrs. A. McLees, Mrs. A. W. Simmons.

MRS. W. E. HIGGINS,
Grand Secretary and Treasurer.

Write Them a Letter To-night.

Don't go to the theater, grange or ball,

But stay in your room to-night;

Deny yourself to the friends who call,

And a good long letter write.

Write to the sad old folks at home

Who sit when the day is done,

With folded hands and downcast eyes,

And think of the absent one.

Don't selfishly scribble "excuse my haste.

I've scarcely time to write,"

Lest their brooding thoughts go wandering back

To many a by-gone night,

When they lost their needed sleep and rest

And every breath was a prayer,
That God Would leave their delicate babe
To their tender love and care.

Don't let them feel that you've no more need
Of their love and counsel wise;
For the heart grows strangely sensitive,
When age has dimmed the eyes.
It might be well to let them believe,
You never forget them quite;
That you deem it a pleasure, when far away,
Long letters home to write.

Don't think that the young and giddy friends,
Who make your pastime gay,
Have half the anxious thought for you,
That the old folks have to-day.
The duty of writing do not put off;
Let sleep or pleasure wait,
Lest the letter for which they looked and longed,
Be a day or an hour too late.

For the sad old folks at home,
Whose locks fast turning white,
Are longing to hear from the absent one;
Write them a letter to-night.

—*Mary Chapman, a Conductor's Wife.*

TOLEDO, O., Aug., 1892.

Editor Ladies' Department:

The fourth annual convention of the Ladies' Auxiliary to the Order of Railway Conductors met in Philadelphia, June 14, 1892. Many things transpired which I am not at liberty to put in print, but this much I will say, the conductors' wives transacted the business of the convention in a very able manner, indeed. The meeting was called to order by Sister Wiltse, President of Erickson Division No. 5 of Philadelphia. Prayer by Rev. Robinson, followed by singing. We were welcomed by an address from Brother Shafer, of Philadelphia, after which pleasant greetings were offered by the following Brothers: Stackhouse and Peak, of Camden, N. J.; Maxwell and Jones, of Philadelphia; Southard, Ragon and Higgins, of Columbus; Kimball, of St. Joseph, Mo.; Turner, of De Soto, Mo. Following the brothers, Sister Ragon addressed us in her own inimitable manner. The following Sisters being called upon responded with perfect grace:

Mesdames Erickson, of Fort Wayne, Ind.; Turner, of De Soto, Mo.; Besenger, of Frankfort, Ind.; Marshall, of Galesburg, Ill.; Foote, of St. Joseph, Mo.; Simmons, of Ottumwa, Iowa; Kimball, of St. Joseph, Mo.; Moore, of Toledo, O. The visitors were given an opportunity to retire.

The Grand Convention proper was called to order by the Grand President. It is indeed a

pleasure to say we are much encouraged. We not only compared the number of divisions, but the actual number of members with what constituted our Auxiliary one year ago, and this comparison causes all to rejoice. The hard work incident to conventions became a pleasure by meeting such encouragement. We are sure as an organization, we are advancing. The enthusiasm, earnestness and determination which the Sisters display is indeed commendable, and all pronounced the convention a success.

The installation of officers was made public, Sister Ragon acting as installing officer.

After installation Sister Ragon was presented with a case containing a souvenir spoon from each Division, each spoon having engraved upon it the name and number of the Division presenting it. The gift was a complete surprise to Sister Ragon. Much feeling was manifested by all present. One of the saddest things in the proceedings of the convention was Sister Ragon refusing the nomination for the office of Grand President.

She has worked unceasingly and has not only proven herself such a loyal women, but such a power for our cause that we were all unwilling to give her up. She retires with honor and dignity, and all might be improved by following the example she has set before us. The social features in connection with the convention were a very enjoyable part of our visit in Philadelphia.

Wednesday evening we were entertained at Sister Moore's, of Erickson Division No. 5 L. A. to O. R. C., Philadelphia. Thursday evening a literary and musical entertainment given by West Philadelphia Division No. 162 O. R. C., followed by refreshments by Erickson Division No. 5 L. A. to O. R. C. Friday evening we were entertained at Sister Gorden's, of New Jersey Division No. 9 L. A. to O. R. C., of Camden, N. J. Saturday morning we visited the zoological gardens. This favor was from Erickson Division No. 5 L. A. to O. R. C., Philadelphia. Saturday afternoon we gladly accepted the invitation of Quaker City Division No. 204 O. R. C. to go for the Wes-sahickow drive, we were served refreshments at the Indian Rock Aotel. Saturday evening we were entertained at Sister Cochran's, of Erickson Division No. 5 L. A. to O. R. C., of Philadelphia. Sunday we were given an excursion to Atlantic City, N. J., by Division No. 170 Camden, N. J., 224, of Willmington, Del. and 162, West Philadelphia, O. R. C. Upon reaching Atlantic City we were taken for a ride around the beach. The sight of the ocean filled us with delight and wonder and if I were possessed of the ability to present all the beauties of nature we were permitted to enjoy, how glad I would be. The vast and

mighty ocean, the great mountains, deep ravines, beautiful streams, etc. When these sights were before us we were led to exclaim, "How wonderful are all Thy ways, oh God." "What is man that Thou art mindful of him." We returned to the Mansion House for a spread we wish all might have enjoyed; but much as we wish it, all we can do, is to serve you with the bill of fare.

DINNER IN HONOR OF THE LADIES' AUXILIARY TO
THE ORDER OF RAILWAY CONDUCTORS.

LITTLE NECK CLAMS.

SOUP:—Mock turtle, French style; consomme, a la Victoria.

FISH:—Boiled Kennebec salmon, Maitre d'hotel; baked blue, white wine sauce; sliced tomatoes, Saratoga chips, pommes, a la Dutchess; dressed lettuce, queen olives, sliced cucumbers.

BOILED:—Leg of mutton, caper sauce.

ROAST:—Prime ribs of beef, brown potatoes; chicken. English filling; Delaware spring lamb, mint sauce.

RELISHES:—Chow-chow, gherkins, pickled onions, German mustard, celery sauce, pickled beets.

ENTREES:—Fi'et de Boeuf, aux champignons, diamond Back Terrapin, a la Maryland; spaghetti, a la Portugaise; peaches and rice, a la Conde.

VEGETABLES:—Mashed potatoes, stewed tomatoes, green peas, buttered beets, sweet potatoes, Bermuda potatoes, with cream.

DESSERT:—Lemon Meringue pie, apple pie, plum pudding, brandy sauce; vanilla ice cream, strawberry ice cream, mixed cakes, Roman punch, claret punch, nuts, fruits, raisins, American, pine apple, Roquefort Edam and Neuchatel cheese, coffee, tea.

To all Sisters and Brothers who did so much for us and spared themselves neither hard work nor expense, we wish to express not only our own thanks but those of all the Sisters of the L. A. to O. R. C. who were permitted to accept your hospitality; and we add to the name of your city of "Brotherly Love" the word "sisterly," pronouncing it the city of "Brotherly and Sisterly Love."

We will not only remember the courtesies received at Philadelphia but the kindness we received from all O. R. C. men as we journeyed eastward and as we returned home. Also, nothing but perfect satisfaction could result from the sisters receiving such favors as were given all.

Hoping to meet all interested in our cause at Toledo (the city selected for holding our next convention), in May, 1893, I am

Truly yours in T. F.,

MRS. JAS. H. MOORE,
423 Langdon St., Toledo, O.

ONEONTA STATION, Aug. 11, 1892.

Editor Ladies' Department:

In looking over THE CONDUCTOR I find many things of interest, among them words of praise to the Ladies' Auxiliary. In Oneonta, June 21, 1892, was organized a Ladies' Auxiliary to Order of Railway Conductors, Chapman Division No. 45.

Grand President, Mrs. Ragon; Grand Secretary and Treasurer, Mrs. Higgins, of Columbus, Ohio, accompanied by their husbands, came to organize and instruct us. In the evening we had a public installation of officers as follows:

President—Mrs. J. Baldwin.

Vice-President—Mrs. S. E. Church.

Secretary and Treasurer—Mrs. Wm. Gurney.

Senior Sister—Mrs. E. Bell.

Junior Sister—Mrs. T. Firman.

Guard—Mrs. Weaver.

Chairman Executive Committee—Mrs. W. Hutton.

Correspondent—Mrs. M. Gloven.

Later in the evening refreshments were served by Chapman Division No. 45.

We commenced with sixteen members, holding meetings every first and third Wednesday of each month. At the last meeting, which was an especially interesting one, more Sisters united with us. We also made arrangements for an ice cream sociable to be held Aug. 2c.

Trusting you will give us a little space in THE CONDUCTOR that we may be introduced as the first Ladies' Auxiliary to Order of Railway Conductors in New York state, I remain

Yours respectfully,

CORRESPONDENT,

Golden Rule Div. No. 21.

TOLEDO, O., Aug. 17, 1892.

Editor Ladies' Department:

We do not wish to lay claim on, nor appropriate all of the Ladies' Department, and will, therefore, try to be as brief as possible.

On July 21, in company with our Grand President, Sister Moore, and six members of Banner Division No. 6, we started for Butler, Indiana, to institute a division of our Auxiliary. We organized with sixteen charter members, after which we were invited to the home of Brother and Sister Stauffer, where we were treated right royal by the Brothers of Butler Division No. 207 and their wives, our newly made Sisters. The evening was certainly a pleasant one that will long be remembered by those present from Banner Division.

I will now close for this time.

MRS. GEO. MCWILLIAMS, Cor. Sec'y.

GALESBURG, Ill., Aug. 15, 1892.

Editor Ladies' Department:

I would like, through the columns of THE CONDUCTOR, to thank, personally, all members of entertaining divisions while attending the late convention of L. A. to O. R. C. in Philadelphia. We were magnificently entertained and nothing was left undone that would conduce to our pleasure. Entertainments, dinners, suppers, drives, trips to the beaches, all went to make a charming total and left an impression of the good fellowship to be found in the City of Brotherly Love.

I think I should add the sister's love to that, for they, with their kind looks and happy words, went far toward making our stay one of delight. Their kindness and attention can never be forgotten. I wish you all good bye with a hope that we may meet many times in the future.

Yours in T. F.,

MRS. O. N. MARSHALL,
Del. Galesburg Div. No. 15.

GALESBURG, Ill., Aug. 18, 1892.

Editor Ladies' Department:

The following resolution was adopted by Galesburg Division No. 15 L. A. to O. R. C., at their meeting, August 9, and wish to have it printed in THE CONDUCTOR:

Resolved, That the thanks of Division No. 15, L. A. to O. R. C., are due and hereby tendered to New Jersey Division No. 9, L. A. to O. R. C., Erickson Division No. 5, L. A. to O. R. C., also to West Philadelphia Division No. 162, O. R. C., Camden Division No. 170, O. R. C., Quaker City Division No. 204, O. R. C., and Wilmington Division No. 224, O. R. C., for their royal hospitality and kind attentions to the delegates attending our convention of the Grand Division, and trust that in the near future we may have the opportunity to reciprocate.

Yours in T. F.,

MRS. C. E. SMITH, Secretary.

Our Sons and Daughters.

A Boy's Remonstrance.

I am feeling very badly; everything is going to smash;
All things I have believed in are going with a crash!
The folks are growing learned and all their wretched lore is
Used to shake a fellow's faith in his best-beloved stories.
The fairies have been scattered, and the genii they have gone,

There are no enchanted castles; they have vanished, every one.

Aladdin never lived, and the dear Scheherazade, Though very entertaining, was a much-mistaken lady.

Of course I see through Santa Claus, I had to long ago;

And Christmas will be going, the next thing that I know,

For I heard, I wasn't listening—I heard the preacher say,

He had really—yes, had really—grave doubts about the day.

And as for Master Washington, they say the goose should catch it,

Who believed a single minute in the story of the hatchet.

They've given a rap at Crusoe, and dear old Friday. Why!

We'll all believe in Friday, we boys will, till we die!

They may say it's not "authentic," and such like if they dare!

When they strike a blow at Friday, they hit us boys. So there!

And I've been reading in a book, writ by some college swell,

That there never was a genuine, a *real live* William Tell!

That he was ust a myth, or what we boys would call a sell;

That he didn't shoot the apple, nor Gesler, not a bit—

That all the other nations have a legend just like it.

I think it's little business for a college man to fight

Against these dear old stories and send them out of sight.

And all the boys are just as mad! and so the girls are, too;

And so we called a meeting to decide what we should do.

And we passed some resolutions, because that is the one

And the only way for meetings, when it's all that can be done.

I send you here a list:

Resolved, That there was a William Tell;

That by his bow and arrow the tyrant Gesler fell.

Resolved, That he was *not* a myth, whatever that may be—

But that he shot the apple and Switzerland was free.

Resolved, That Crusoe lived and Friday, and the goat.

Resolved, That little Georgy his father's fruit tree smote,

And owned up like a hero. *Resolved*, That all
the science
Of all the learned professors shall not shake our
firm reliance
In the parties we have mentioned; and we do
hereby make known
The fact that we boys feel that we have some
rights of our own—
And request that in the future these rights be let
alone.

—*Denver Republican.*

The Early Owl.

An Owl once lived in a hollow tree,
And he was as wise as wise could be.
The branch of Learning *he* didn't know
Could scarce on the tree of knowledge grow.
He knew the tree from branch to root,
And an Owl like that can afford to hoot.
And he hooted—until, alas! one day
He chanced to hear, in casual way,
An insignificant little bird
Make use of a term he had never heard.
He was flying to bed in the dawning light
When he heard her singing with all her might,
"Hurry! hurry for the early worm!"
"Dear me!" said the Owl, "what a singular
term!
I would look it up if it weren't so late;
I must rise at *dusk* to investigate.
Early to bed and early to rise
Makes an Owl healthy and stealthy and wise!"
So he slept like an honest Owl all day,
And rose in the early twilight gray,
And went to work in the dusky light
To look for the early worm all night.
He searched the country for miles around,
But the early worm was not to be found.
So he went to bed in the dawning light,
And looked for the "worm" again next night.
And again and again, and again and again,
He sought and he sought, but all in vain,
Till he must have looked for a year and a day
For the early worm, in the twilight gray.

At last in despair he gave up the search,
And was heard to remark as he sat on his
perch
By the side of his nest in the hollow tree,
"The thing is as plain as night to me—
Nothing can shake my conviction firm,
There's no such thing as the early worm."

—*Oliver Herford, in August St. Nicholas.*

Which One Was Green?

Written for THE CONDUCTOR.

Richard and Andrew were cousins. Richard
lived in the center of a great big city. Andrew

lived way out in the country, far away from the
noise and confusion that was a common thing in
Richard's life. But the little boys felt almost ac-
quainted with each other, although they had
never yet seen one another, and now there
was a pleasant prospect of that happening, for
Richard's mama had just read aloud a letter from
the old home saying that grandpa, grandma,
aunt, uncle and little Andrew were coming to the
city on a visit.

Mama stopped and cried a little bit when she
read that part of the letter, and Richard said:
"Why, mama, I want them to come."

Mama smiled, then, and said, "I guess mama
does, too."

"If you are glad what makes you cry?"

"Because I am so glad."

And Richard ran away to tell his next door
playmate, Nellie, that Cousin Andrew was com-
ing next week.

"We'll have a picnic and take 'em way out in
the country, I guess."

That was the very nicest thing Richard could
think of. He counted the days that seemed to
pass so slowly, and finally the long-looked for
day and hour arrived and he found himself stand-
ing beside the cousin he almost knew. A sturdy
little, tanned, blue-eyed boy of about his own size,
who sidled up to his father as the train pulled
out of the station with its "swish," "swish,"
"puff," "puff," while Richard stood stiff and still
to show his country cousin that he wasn't a
"fraid calf."

At the table Andrew stuck a banana in his
pocket instead of eating it, and at dinner the next
day did the same thing with an orange. The
mamas and papas and grandpa and grandma be-
ing too much taken up talking over the past, pres-
ent and future to notice or care what the boys
did.

"Andrew wanted to ride on the poky old street
cars all the time," Richard said, "and didn't
know a 'commie' from a 'shooter,'" he added, con-
temptuously. "And when I told him that we'd go
out in the country and have a picnic he said he'd
rather go and look at the shop windows and go
to the museum. He can't play marbles worth a
cent. I say, mama, I think he is awfully green."

Mama looked sorry, but 'all she said was:
"Well, Richard, we are going out to the old
home with them, and may be Cousin Andrew
will prove to you that city boys are green as well
as country boys."

Richard looked puzzled, but kept his wonders
to himself, for he saw that his mama did not
quite like his unkind remark about Andrew.

The few weeks stay in the city drew to a close

as all nice things do, but in the mean time Richard and Andrew had grown to like each other's company very much and Andrew had a lot of marbles of his own, and could tell a "commie" from a "shooter" or a "china" as quickly as Richard, and "plump 'em" just as straight.

Now they were all going out to grandpa's country home. Richard had been around to the shop windows and to the museum with Andrew for the last time, and Richard had almost forgotten the remark his mother had made about city boys sometimes being green. But after they were out of the city, far out in the open country, a speech of his recalled it.

He and Andrew were seated together looking out of the car window, when Richard exclaimed: "Oh look at those little elephants!"

"Where?" "Where?" asked Andrew, excitedly.

"Why, out there," and then Richard began to see his mistake as Andrew said, "Them's hay ricks," and left Richard in doubt as to whether that was a new kind of animal or a little house.

Arriving at the farm everything must be inspected, and when the geese ran sissing towards them it was Andrew's turn to stand firmly still and show his city cousin that he wasn't a "fraid calf," while Richard ran screaming to the house, only to find the grown people laughing hard at his expense.

When they went out to pick apples he asked where the potato trees were, and Andrew, after looking at him in blank amazement, said, "Potatoes don't grow on trees, they grow in the ground."

So when grandpa brought a big watermelon in for dinner Richard humbly asked whether watermelons grew on trees or in the ground. No one could answer for laughing, until he lost all patience and began to cry. Mama quieted down then and told him.

How eggs could ever hold chickens was another mystery that had to be explained, and when he asked Andrew's father to please give him a cup of buttermilk when they were milking the cows, the burst of laughter that followed almost broke his heart.

When Andrew and he went after hickory nuts he did not dare to ask where they grew or how for fear of making another blunder.

One day he said to Andrew, "I guess you never saw such a greeny as I am."

Andy answered, "Oh, my! I was just as green at your house."

Then Richard added, "I know what green means. It just means you don't know everything." And I think that is a pretty good definition, don't

you? You see by that way of looking at it there is no one but that is green in something, so the best way is to explain kindly the things we know that someone else does not, and then expect the same consideration from others.

"Love."

Oh! that we could only know but one law and that the law of love. Love that seeketh not her own but each another's good. Why will people look to outside riches to make them happy, forgetting that if the inner man is not in harmony with its surroundings no amount of pleasant surroundings can bring happiness? All things were created good. It is only perverted good that makes what we call evil, and selfishness from which springs all inharmony is only the extreme of "self love" that in its medium would serve to bring about only harmonious results.

Any one propensity, when carried to an extreme, can not help but prove disastrous to the person furthering it, and to all concerned. On the same plan that "honesty is the best policy," so is the principal of love the "best policy." For not only do "curses come home to roost," but kind consideration of other people's rights is sure to bring in return consideration for one's own desires from others. Put yourself in his or her place would save the greater part of the trouble existing at all times. Had the slave dealer done by the ignorant people at his mercy as he would have been done by under the same conditions, there would have been no need of the bloodshed and heartaches during the years of the great rebellion. And the no less "great rebellion" between capital and labor would be silenced forever if, henceforth, men would regard each other's rights and needs equal with their own.

The lay of the ground is just this, there is no difference between capitalists and laborers as men. As to condition there manifestly is a great difference. But just change the condition, make the capitalists laborers and the laborers capitalists, and even if there was a difference in the management of affairs at first it would soon assume the form it presents now. People may war about this and may war about that, but never until they cease warring and go to loving can peace be obtained that shall endure. It will help to open the eyes to what the real article could do. Shams are short lived but they sometimes reveal the attractive surface of the real, the true article. The late rebellion at Homestead could all have been robbed of its heartaches, from death and disaster, if only each man had been governed by love—the real article. But as that is something that has to be watered and grown through many

seasons, if each man could have measured things by his highest conception of love, all would have been far different. Carnegie and Frick would have considered long and seriously on furthering plans that were so strongly opposed by their men, and thus, perhaps, (and without doubt), bettered themselves financially in the end, let alone having saved great mental anxiety. Acting from the standpoint of love would have been "policy" for them.

The Pinkerton detectives would never have consented to interfere with trouble that did not in the least concern them. Only as peace makers, not breakers, would they have taken any part in the affair. To have been actuated by the principle of what brotherly love would have them to do would have proven by far a better "policy" to them. For who of us can account for the life of a fellow man. Who can give "breath" that we should find any excuse for those who so lightly hold a human being's life.

Men had better go easy, better pause once in a while and think. If people only would think a little harder they would see the policy of acting as love would act even if they do not seem to have much of it on hand. Do working men need love? Most emphatically, yes. It is their love for their families and for their fellow men that makes it seem necessary in the total absence of that element in their employers, to go to the extreme means that they often do. One-sided love does very well for the one who loves—they get all the benefit. But the thing needed to-day is universal love. How are we to get it? Work for it, demand it, cultivate it, do by it just as we would any other article we feel the need of. Beginning first, each one at the door of his own heart, (it is the best policy), try it.

REMARKS:—Cannibalism would not be tolerated in our free, intelligent country; oh! no! How very far in advance of cannibalism is the form of government that allows one person to subsist at the sacrifice of the lives of others, daily; yet such is the case.

CONUNDRUM:—What is the difference whether one kills a person to eat him, or kills a person so that he can eat something else.

A Poor Rule.

Said Mary to Johnny, "O dear!

This play is too poky and slow;
There's only one bubble-pipe here—

O Johnny, please, *I* want to blow!"

"No, I'll blow them *for* you," said he;

"Just watch and you'll see every one.

That leaves all the labor to me,

While you will have only the fun."

Said Johnny to Mary, "O my!

That apple, so big and so bright,
You can't eat it all if you try;

O Mary, please, *I* want a bite."

"No, I'll eat it *for* you," said she,

"And show you just how it is done;

I'll take all the labor, you see,

And you will have only the fun!"

—E. S. B.

In the Mail Box.

In a warm bed in an old soap-box in the cellar old Tabby kept her three little black kittens. But sometimes when she sprang into the cellar window and went to the box, she found it empty. Then she always went upstairs to the sitting-room to look for her kittens, and she was sure to find Lulu playing with them.

Lulu was only four years old, and she liked to play with the kittens better than with her dolls. She would dress them up in the dolls' clothes, and take them to ride up and down the room in her little carriage, and put them in the dolls' bed and try to sing them to sleep.

Lulu was very fond of her little cousin Amy who lived in another part of the city, and came to see her sometimes, and she thought she would like to give Amy her kittens.

So one day she put the three kittens in her apron very carefully and carried them to the street corner, on which stood a big mail-box, painted red.

It was for packages and newspapers that could not be put in the little box.

Lulu had very often seen her mamma put packages in there to send away, and she thought that in order to send the kittens to Amy she had only to put them in the box.

So she lifted the lid, and dropped the kittens in one by one. Then she ran home, very happy over what she had done.

When she had played with her dolls a little while she went upstairs to her mother, and asked if five o'clock had come yet.

"It is almost five," said her mother.

"Then Amy will almost get my kittens," said Lulu, for she had heard that the carrier came every day at five o'clock to take up the mail.

Her mother asked her what she meant, and when she heard that the kittens had been put in the mail-box she laughed a great deal.

"I think we had better go out and see if they are still there," she said to Lulu.

They reached the mail-box just in time, for the carrier had opened it and taken the kittens out, and very much surprised he looked. He was very glad to put the three mewing little creatures into Lulu's apron, and she carried them home again, where Tabby was looking for them and growing very uneasy.

Amy was given one of the kittens the next time she came to see Lulu, but she carried it home in her arms, and did not try sending it by mail.—FLORENCE B. HALLOWELL in *Youth's Companion*.



COAL CREEK Tenn., Aug. 25, 1892.

Editor Railway Conductor:

Your correspondent having, for the past fifteen days, been among the miners and their troubles at Coal Creek and Briceville, is prepared to give to the readers of *THE CONDUCTOR* an impartial account of their attempt to capture Fort Anderson and to release the convicts in the branch prison at the Knoxville Iron Company's Coal Mines, and their subsequent defeat and capture. Ever since the trouble at Homestead, Pa., and the release of the convicts at Tracy City and Innman, Tenn., this place has been threatened with like violence, which formed something of an organized nature when it was known that the governor had withheld a sufficient guard from Oliver Springs, Tenn., to guard the branch prison at that place and was willing to annul the lease system between this state and the Tennessee Coal and Iron Company.

The miners being in possession of these facts sent a committee, about the 9th of August, to the governor, who was to notify him that unless the convicts were removed and the soldiers recalled from Camp Anderson that the camp would be attacked and the soldiers driven back and the convicts released. The committee returned the 12th of August and made a favorable report, but the miners were restless, impatient and most awful imprudent. They called a meeting on the 13th and voted down the proposition to carry out their threat. They called another on the 14th and repeated the result of the one held the preceding day. The meetings, however, were continued to be held through the night and until the 15th, when it was seen that the prison at Oliver Springs would be attacked. Miners in large numbers crossed the mountains, a distance of seventeen miles from Coal Creek to Oliver Springs, until the morning of the 16th.

As early as eight o'clock on the morning of the 16th great excitement prevailed throughout the mining districts of East Tennessee. At Coal Creek it was at fever heat. Men were marching to and fro, gathering together in small groups

discussing the situation, and at nine o'clock a committee of one (who is a civil officer at this place) waited upon Yard Master Stone in the interest of the miners and gave him to understand that he was not to transport any troops to any place without first informing the mob of the purpose therefor. The committee was informed that the yard master would obey his instructions from the officers of the road regardless of threats or intimidation of the mob. Soon the order came for Yard Master Stone to place cars and load troops for Oliver Springs. The order was being obeyed, the troops were driven back by the excited mob and the yard master subjected to all the abuses, vile treatment, threats of taking his life by the infuriated mob, and was finally driven to his residence, there to be hunted and harrassed by committees until his wife, who was very ill and her case known to be an almost hopeless one by every one who took part in this terrible work, which proved a loss of so many lives of good men and the driving of the yard master and his sick family from their home out in the mountain among strangers. Oliver Springs was captured and the convicts released after the miners had violently seized four or five trains and engines at the muzzle of Winchesters and compelled the crews to take them to that place. After having burned the stockades they forced the conductors of the trains to return them to Coal Creek, where they disbanded and went in search of food. It was known that an attack on Camp Anderson would soon be made.

This little band of a hundred men, with one little mountain howitzer and one galling gun, on a hill 200 feet above the stockades, was to be attacked and driven back, the convicts released and stockades burned. The night of the 17th must have been a memorable one to Capt. Anderson and his little band of men, with thousands of excited and blood thirsty miners below. Men howling and firing throughout the entire night to be kept back until the following morning when they made two attempts to take the camp and were repulsed each time. Firing was kept up all day until late in the evening, when news came

that Col. Woolford, with six hundred men, was crossing Walden's Ridge to the relief of Fort Anderson.

The miners withdrew all their forces from around the camp and went to meet Col. Woolford on Walden's Ridge, and the memorable battle was fought and Woolford compelled to retreat.

However, while the miners were in this engagement, Gen. Carnes, with his army of 800 men and two howitzers marched into Coal Creek. During the engagement on the morning of the 18th, Capt. Anderson was forced to leave Fort Anderson under a flag of truce, and once in the hands of the miners he was held a prisoner and was subjected to all the vile treatment that could be heaped upon him.

Gen. Carnes, after capturing the town, found Anderson a prisoner of the miners and made an effort to effect his release. His order was "unless Capt. Anderson was released within thirty minutes that he would bombard the town." In a very short space of time the hero of the hour was seen walking unmolested to Camp Carnes. This company had done noble service; two of their comrades had been killed, and without sleep for three days and nights, their captain captured; they had held the fort against the attacks of three thousand armed miners.

Coal Creek and vicinity is now under military rule and the miners who engaged in a lawless riot and warfare are being arrested by the hundred and held prisoners, and from present indications it is hard to forecast the results. Many will be punished and those who may evade the law will leave home and property for years and be fugitives from justice.

Your correspondent is opposed to convict labor and opposed to the present lease system of this state, but he is, nevertheless, opposed to the means resorted to by the lawless mob of this state to secure its repeal.

Yours in P. F.,

A. MALUNGEON.

The Jolly Conductors.

The thanks of all who were present at the Conductors' Clam Bake, at Shohola Glen, Thursday, are due to the conductors who originated it, and to the gentlemen who superintended the bake. The weather was perfectly delightful, the best of order was preserved, the trains were run nearly on time, and everybody was made to feel at home. Of course the bake was the great attraction, and it did credit to George A. Proctor, who contracted to supply it, and also to Coroner Joseph Harding, who did the real work, while Uncle

Abe Wandle and Colossal Ras. Lewis were close at hand, giving suggestions at opportune moments. All who were present united in saying that this bake surpassed anything of the kind heretofore provided by the conductors. This was largely due to excellent table service, and the fact that 300 hungry people could be seated at once and served by a bevy of 50 girls. In all 1,500 persons partook of the bake, and they stowed away under their suspenders (ladies wear these useful articles nowadays) 20,000 clams, 1,000 pounds of chicken, 1,500 ears of corn, 1,000 pounds of blue fish, 1,000 lobsters, four barrels of sweet potatoes, 150 watermelons, etc., washing it down with most fragrant coffee.

There were 3,000 people on the grounds, 1,000 of whom came from Jersey City, and points down the road, almost every city, village and hamlet being represented. As everybody was happy, of course they took in all there was to be seen, and staid old conductors and their wives were seen on the merry go-round, having their pictures taken at Ferd. Seeger's, or dancing for all they were worth to the music of the Erie orchestra.

The managing committee, which consisted of Conductors Thos. Gray, Ira B. Cole, N. Decker, W. L. Baxter, T. Welsh and A. Cortright, worked like beavers to make the affair a success, and in this they were assisted by Supt. W. L. Derr, Trainmaster J. L. Naughton, Yardmaster W. J. Van Wormer, Trainmaster Dowe and other railroad officials.

There were many old conductors of the Erie in attendance, who are now engaged on other roads. They could not resist the temptation of once more meeting old friends and partaking of what they knew would be a genuine old-fashioned clam bake. Among others we noticed C. L. Boughner, T. F. Clay and N. Decker, of Suffern; A. M. Kellogg, of St. Louis, Mo.; J. G. Bailey and M. W. Scanlon, of Binghamton; Robert M. Cummings and nine others from Northern New York; Ras. Lewis, Thomas Snowden, J. J. Dean, John Bross, J. McNelus, D. P. Schultz and W. F. Casey, of Jersey City. Goshen clam eaters were represented by E. Dikeman, Sheriff Alexander and James Landy. Warwick by Robt. Carr; Middletown by D. C. McMonagle and W. L. Mead, and Hamptonburg by Pierson Uptegrove.

Ras. Lewis, carrying his 444 pounds as gracefully as possible, was a center of attraction all day. In conclusion we are pleased to state that the conductors realized a neat sum for their treasury. George A. Proctor is many dollars ahead and Terbell & Lea, proprietors of the Gravity road, came home loaded down with Uncle Sam's silver currency.—*Port Jervis Gazette, August 19.*

MONTREAL, August 22, 1892.

Editor Railway Conductor :

Since receiving our dispensation (giving us the privilege to move our charter from West Farnham to Montreal,) we have held two meetings in this city, the last one, our regular meeting, on the 21st. We meet in G. A. R. Hall, St. James street, every third Sunday, at 1 p. m., as when in Farnham. I cannot say too much in favor of this hall, as it is in every respect well adapted for our purpose. This move on our part has certainly been a success in every sense of the word, judging from the meetings already held, and if continued will more than meet with our expectations.

At the meeting yesterday there was quite a large attendance and a good afternoon's work performed, there being one initiation and four promoted and advanced. Their names are as follows: Brothers Nicholson, Dolan, Martin, Tonks and Clark. Our S. C., Brother Guilfoyle, seemed quite jubilant. All the officers carried out their parts very well, taking everything into consideration.

We have now five petitions awaiting our next meeting, and I think I can see a few more in the distance, who will soon join us.

Now, Brother Editor, can anyone say that Div. 80 is not doing her share. I think not, and if we continue as we have been for the past few weeks, there is no reason why we should not have quite a large division.

There is a rumor going the rounds among the boys that our O. S., Brother Wallace, is seriously contemplating matrimony. There certainly must be some attraction for him in Megantic, as he is very much attached to the place. Much joy, Bro. W.

I have to tender the thanks of the members of Division 80 to those of Mt. Royal Division 75, for their kindness in sanctioning our removal to Montreal. We shall be, one and all, much pleased to welcome any of them at our meetings whenever they feel inclined to honor us. Also any Brother visiting Montreal. In my next I will give you the runs of some of the boys.

Yours truly in P. F.,

WHISTLE CORD.

KANSAS CITY, MO., August 19, 1892.

Editor Railway Conductor :

Having to-day read in the July CONDUCTOR Mr. L. S. Coffin's letter, relative to the R. R. T. A. button movement, also your kind offer to forward one of them to any one desiring it, and realizing as I do from experience, the possible or rather

probable results from the excessive use of intoxicants, wish you would forward one to me. The time was when I was ashamed to say "no, thanks, I never drink," but the result of ten years' abstinence has convinced me that I have reason to be proud that I can say it now unblushingly. I do not think that I am a temperance crank, but I should like to exert some small influence in the cause, and I believe the R. R. T. A. button is a step in the right direction. Perhaps I might be able to place a few of them among my friends and brothers, and if you think best to furnish me with a limited number I will try.

Yours truly,

W. N. CHURCHILL.

Three Views.

(BY S. E. T.)

When life was for me years ahead,
A place I neared and passed with dread
Was the village cemetery.
If near it when the shades of night
Obscured my vision and sunlight,
This view came distinctly, very.

The bones of dead men long since laid
To rest, when they nature's debt paid.

Also specters, goblins and ghosts
Which caused my hair to stand on end
And all my youthful muscles bend
In escaping the eerie host.

When two score years by me had swept,
And for my dead I, too, had wept,

In the village cemetery,
I often reverently came
In shadow or sunlight the same,
To view them distinctly, very.

Forms who once my hands had shaken
In love, ere death them had taken,
From the shores of the unknown cline
I heard their words of love and cheer
And to me then, did they appear,
Filling me with a peace sublime.

When years and sorrow my form bent,
And my trembling steps slowly went

To the village cemetery;
Once therein, I held communion
With familiars, a reunion,

This view came distinctly, very.

Hands clothed with love's authority
Outstretched heard "the majority
Say come!" My heart said 'tis so best.
My familiars all seemed to say
"From earth's weariness come away
And, with us, find your peace and rest."

An Appeal to the Heart.

Written for the benefit of the Wm. D. Robinson monument fund.

In the ancient days, when heroes fell,
The spot was held as sacred ground;
And on the rocks their deeds to tell
The old inscriptions yet are found.
Through generations, all could see
The record of Thermopylae.

And the Pharos, proud, erected high
The massive pyramids of old,
That each apex, pointing to the sky,
The monarchs' glories to unfold;
Those granite pillars to this day
Their solemn majesty display.

And the spot where brave Columbus kneeled
And called the land San Salvador,
In the fondest memory now is sealed
By shining marble pillars; for
A grateful nation seeks to raise
Upon that spot a mark of praise.

Yes; a thousand shafts now pointing high,
As tokens of the fond esteem
For the honored dead, whose ashes lie,
In death's repose beneath them, seem
To point above the awful gloom
That settles round the silent tomb.

In the solemn city of the dead
We pause with reverence by the grave
Thus marked, but oft unheeding tread
O'er sunken mounds, where nothing, save
The crumbling head-board there suggest
That some loved form beneath it rests.

Shall the sacred dust of one who bore
The burden and the heat of day
Rest 'neath a slab and nothing more?
Will not our hearts their offerings lay
Upon an altar such as this,
And wait our sure reward in bliss?

Then awake! And mindful of that brave
Devoted heart so fond and true,
Carve in the granite o'er his grave:
"He did for us all he could do."
And gladly then, let each one bear
In this grand work an honored share!

—George W. Hall in *Firemen's Magazine*.

SEYMORE, IND., August 22, 1892.

Dear Readers of *The Conductor*:

THE CONDUCTOR arriving regularly each month to the majority of our subscribers is always a welcome visitor. While scattered as we are, as railroad men, throughout the country, we can bring ourselves closer together through its

medium, by talking to each other through the columns of our monthly publication. All well organized divisions should have a regular correspondent, and should be required to compel him, if necessary, to "attend to business" or fire him, and while 'tis on our mind, if a little more discipline was used in the government of our meetings better results could be attained. Be it said to their shame that too many conductors belong to the Order for just what there is in it, and not for the purpose of bettering themselves or those whom they have sworn to help. In this as well as in other fraternities, churches, etc., the welfare of others, is lost sight of in thoughts of one's own self. While the compulsory insurance is opposed by many it is a fact that without it, or some constantly changing attraction that would act as a magnet, a certain class would drop out, yet in time of trouble they would appeal to those of the Order for at least a partial recognition and aid; if for nothing more than the remembrance of by gone days "when we were all together you know." 'Tis true that outside of ties that attach us to each other as members of a fraternity, there is one common tie of brotherhood that all men should respect, and feel as binding toward each other, and particularly so in case of railroad men engaged in the same hazardous calling, and in times of adversity or oppression these same feelings appeal to our better nature, and we feel that it is a duty that we owe God and man to help all, whether he be bound to us by fraternal obligations or not, and 'tis as well, "He who notices even the falling of a sparrow" never fails to give us all the credit for our charitable deeds, not only those of a financial but those of a forbearing nature, in having patience in overlooking the faults of our associates on the road and "when in." Were it possible for us all to be blessed with this kind of a nature, that of being more confiding with each other, sharing our joys and our sorrows together alike, cheering each other with kind words of enjoyment, instead of helping publish to the world the weak point of brothers, the service would more rapidly near perfection than it is, and our terminal of road divisions would be more thickly composed of self sacrificing men, than at present. But we are not built that way, and unlike less complicated machinery we can't be sent to the shop to be rebuilt, we must abide by the will of our creator. But there is one thing we can do, and that is overhaul ourselves. Daily if necessary. As all those who are held accountable for their misdeeds, are endowed with intelligence, to the same extent one can realize when he does a mean act, and place a check on his own actions, unaided by any one. None of us are competent to manage or control others in

any position, unless we are masters of ourselves. Referring again to correspondence: We will gladly hail the day when it shall be obligatory on all divisions to send a communication for each issue of THE CONDUCTOR. Will we ever see it? Can you imagine the results? You would all be pleased, the number of subscribers would more than double, and our Order would in the same proportion be benefitted. So, while you are kicking about THE CONDUCTOR having nothing in it, hustle yourself a little, and do your duty. Send a wheel to your nearest agent and a communication to the editor, and the effect will be magical. Unfortunately for Seymore division, and more so for the brothers who are the most interested, some of us have been suspended from the Order for non-payment of assessments. In every case none can be blamed but the Brother himself. The law is plain and we can all read. We are sure of one assessment each month, and if our assessment notices are received irregularly, thereby causing our G. S. & T. to send us notices of suspension, we should remit one dollar every month in advance of any notice. One notice is sent all divisions each and every time for information, and is read in open division, and some of us would not have had the annoyance of being suspended had we attended our division meetings and heard these notices of assessment read. The fault lies almost invariably with the member, yet he is very apt to want to shoulder the responsibility on some other member, generally the G. S. & T. Seymour division now has a "benefit department." Although yet in its infancy its prospects are very flattering, particulars of which we will give in our next. Our S. & T., Brother E. E. Gaskill, just back from the grasshopper state, says he met many nice conductors, and only one thing while away, he had never "rid the goat," consequently was excusable for his unenlightened state of being. Hoping to see letters from many more in next month's issue, and with best wishes and warmest regards to all, I am as ever, yours in P. F.,

C. W. M.

Railway Conductors.

Editor Railway Conductor:

Are there any conductors who would be willing to engage their service to any railway company, or for that matter, to any other corporation, for a year, on a promise to pay at the end of six months (and not a very secure promise at that)? In the meantime they must pay their way as they go (as their promise to pay is of no account), and when the six months expire and no prospect of their receiving their promised pay, they are expected to keep right on with their service with not even a further promise. I ask is there any conductor who would be willing to or

would submit to anything of that kind? If there are any such, they must be numbered among those of whom I shall speak later. If not, why should they expect of another, while working for them, what they are not willing to admit is right when applied to themselves?

In order to explain the above it is necessary to go back for some little time prior to the meeting of the Grand Division at Rochester. There was considerable dissatisfaction among the members of the Order on account of it not being in a position to do that for its members which was done by other organizations of like character; or in other words, to furnish its members protection in their employment. I will not pretend to discuss the question as to whether there were reasons for this dissatisfaction, for I believe every member of the Order is of the same opinion on that question.

At the Rochester Grand Division a start was made looking toward placing the Order side by side with sister organizations of railway employes.

At the St. Louis Grand Division the plan was practically perfected, and that which the members of the Order have been clamoring for is now an established fact. The Order of Railway Conductors is now a protective organization, its laws are practically identical with those of its sister organizations and we are to-day in just as good position to furnish the members of the Order protection as is any other railway organization, and I make no exceptions. All that is possible to do has been done by the law-making power of the Order to provide the way in which protection shall be furnished to its members, and I want to depart a little right here from the principle subject to say that it is not the intention of the Order to furnish protection to a member just because he is a member, without any regard to the merits of the case, although there are some of the members who believe that the Order is bound to protect them, even when their case is not possessed of an iota of merit.

We must, as an organization, stand or fall by our acts, and if we expect to receive justice from the hands of the railway corporations, we must be satisfied that we have got a just case to present and be ready at all times to render the same degree of justice to as we expect to receive from them.

Now, to resume. The law is plain, and any Brother who is capable of running a train, understanding a time card or the book of rules, or interpreting a train order, can, I believe, comprehend all that the law says.

In the first place, a local committee *shall* be elected (or appointed under certain conditions) at each regular election, which *shall* occur during the month of December, each year. Now, there are divisions which, unless it has been done very recently, have not complied with that law, and why? Because, as they say, we don't need any such committee. Is this any excuse for a violation of the law? And who can tell how soon such committee may be needed? Another reason is that no Brother is willing to serve as committeeman. How many of those same Brothers who refuse to serve, would refuse to call on such committee when completed, to assist them in getting justice had it been denied them, or refuse to accept any increase of pay or the lessening of the hours of a day's labor, which this same committee had been instrumental in bringing about?

The greatest trouble is that a very few have to do the work for the many, and the many are willing to stand back and let the entire burden fall on a few. Brothers, is this right? Is there any spirit of fairness shown in that? Let us all be as ready to give to others that assistance which we call for and expect to receive from them.

The law says that there *shall* be a general committee on each system of railroad and that the chairmen of the different local committees shall constitute this general committee. How many of the systems have complied with this law? A good many! And a good many have not and some of those who have such committees have only recently organized them, a year after the law went into effect.

Now, that is the law as regards the committees and the way they are formed. All work performed by the local committee is paid for(?) by the division to which the committee belong. If the committee is called upon to take up the grievance of a member of another division, the division to which such member belongs will guarantee all expense incurred by local committee (or else the committee would not handle it). If the local committee fail to effect a settlement and it goes to the general committee for adjustment, then all expense incurred by the committee (general) is paid by every member of the Order employed on that line of road when the grievance was pending, pro rata, without any regard to where the divisions to which they belong are located. The members are notified by their division secretary of the amount due from them (except the division pay it out of their treasury), he getting his information for an assessment levied on him by the secretary of the general committee, and his authority to levy an assessment is conferred upon him by the law.

Now the point is reached that I desire to call the Brothers' particular attention to, and that is the payment of these assessments for the payment of grievance committees and to say that if it is not done, that all the law which has been provided to make the Order of Railway Conductors a protective organization is of no avail, for it lies with the membership at large as to whether they will be protected or not.

Now from the fact that all matters have to go through such a course before they are presented to the corporations, it is fair to presume that with an occasional exception they are all just cases and the influence and support of the whole Order should be exerted to see that justice was done, and it is a settled fact that it does, and will take money to do this. It is not to be expected (although it seems it is) that Brothers can perform this committee work for nothing; they not only give up their time but must go down in their pockets and pay out of their own funds anywhere from \$1.00 to as high as \$300 for the privilege of working for you, and then wait for six months for you to pay them, with no surety of getting it even then. I call to mind one Brother who has had owing him since last November \$70 for this kind of work, another \$45 for some months, still another \$20 for the same length of time, and still others in different sums and for different lengths of time, and I presume every reader of this letter can call to mind one or two cases of like character. Now, Brothers, is this right? Would you

be willing to do this for nothing, if at all? And if not, why expect others to do it? And if you would I am fain to believe that the service rendered would not be worth anything. There is no way under the present law that any action can be taken until the expiration of six months; or in other words, until a Brother is six months in arrears for dues or assessments he cannot be suspended. Now I am one of those who believe that if a Brother cannot pay an assessment of this kind in thirty days that he *must* pay it in six months, and I believe that the law should be amended so that if these assessments are not paid in thirty days that the member should stand suspended from the Order just the same as he now is for non-payment of the protective fund assessment.

One thing is certain, something must be done by the individual membership in regard to this matter or there is only one thing that will result, and that is that no one will serve on these committees in a short time, and it not, where is your protective organization?

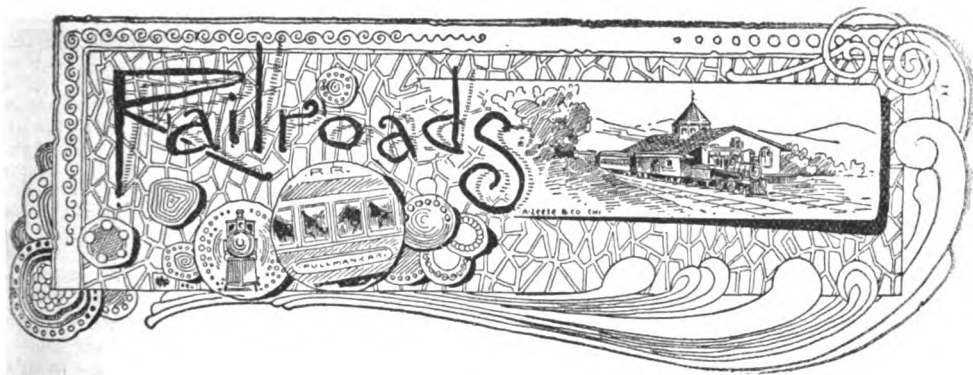
The Order of Railway Conductors is just what you and I, as individual members, makes it: nothing more, nothing less. We can, by an earnest effort and a disposition to do for ourselves and others all that we would have them do for us, make it all that it should be and all that any one could desire it to be. We can, on the other hand, by a failure to maintain any interest or to make that interest manifest and displaying a disposition to sit still and leave all for others to do, make it directly the opposite. It is for you to answer the question, which shall I do?

There is one more peculiar feature in connection with this matter, and that is, that all of the cases above cited where the Brothers had not been paid, the members employed on the lines where this work was done received enough in advance of wages in one month to pay their assessment. And another thing, is it not a little strange when conductors who are not members of the Order come up and offer to bear a portion of this expense, that those whom we have a right to expect, yes, demand it of, fail to contribute their proportion to the payment of these expenses? But such are the facts, and I presume that a great many of the Brothers are fully conversant with them.

Now, this or any other organization is founded on law, and the first duty of those in authority is to see those laws executed, and a great many times the divisions are apt to allow things to go too loosely because the chief conductor is a good fellow and he (the C. C.) thinks the rest are good fellows, and it goes. If it is the purpose to maintain a "good fellow" organization rather than a protective labor organization, let us know it at once. If, on the other hand, it is not, let us, from now on, each with a renewed effort and purpose to make the most of what is ours, be exemplified in all our actions, and from now on let each Brother say that he will do, and then do it, just as he would be done by, and the Order of Railway Conductors will maintain the position she now holds, at the head of the procession of all railway organizations, and be in all things protective. Will you do all you can?

Yours truly in P. F.,

C. H. WILKINS.



Agreement between the Toledo, St. Louis, and Kansas City Railroad Company and the Conductors, Brakemen, Switchmen and Yardmasters employed by said company, to take effect August 1, 1892.

We, the undersigned, representing and in behalf of the above named company, and the conductors, brakemen, switchmen and yardmasters employed by said company, do hereby promise and agree to recognize in good faith and strictly adhere to all terms and conditions set forth in the following agreement.

ARTICLE I.

Sec. 1. Through passenger train conductors shall receive one hundred dollars (\$100) per month of twenty-six (26) working days.

Local passenger train conductors shall receive ninety dollars (\$90) per month of twenty-six (26) working days.

Sec. 2. Through passenger train brakemen shall receive fifty dollars (\$50) per month of twenty-six (26) working days.

Local passenger train brakemen shall receive forty-seven dollars and fifty cents (\$47.50) per month of twenty-six (26) working days.

Sec. 3. Conductors and brakemen in passenger train service shall be permitted to purchase their uniforms where they can be obtained the cheapest and comply with the regulations of the company.

That summer suits be ready by the first day of May, winter suits the fifteenth day of October. Caps, summer and winter, to correspond with the suits.

ARTICLE II.

Sec. 1. Through freight train conductors shall receive three (3) cents per mile.

Sec. 2. Local freight train conductors shall receive ninety dollars (\$90) per month.

Sec. 3. Through freight train brakemen shall receive two (2) cents per mile.

Sec. 4. Local freight train brakemen shall receive \$62.50 per month.

Sec. 5. Local freight conductors and brakemen shall receive full pay for all legal holidays and shall be paid for doubling bills on same basis as through freight trains.

ARTICLE III.

Sec. 1. Conductors on wreck, work or circus trains shall receive three dollars per day.

Brakemen on the above mentioned trains in Art. III to receive two (2) dollars per day.

Sec. 2. Twelve hours or less shall constitute a day.

Sec. 3. Through freight crews hauling material for construction or maintenance of way shall receive through freight mileage for actual miles made and shall receive actual hours at over-time rates while loading or unloading.

Sec. 4. Crews doing such work shall receive not less than one (1) day as provided in Art III. Sec. 1.

ARTICLE IV.

Sec. 1. Yardmen, at Delphos, Frankfort and Charleston, shall be paid as follows:

Day yardmasters, seventy-five (75) dollars per month.

Night yardmasters, seventy (70) dollars per month.

Night foreman, two dollars and ten cents (\$2.10) per night.

Day foreman, two dollars and ten cents (\$2.10) per day.

Night helpers, two dollars per night.

Day helpers, two dollars per day.

Sec. 2. Yard crews not to work short-handed, they shall be allowed one hour each day for meals and one Sunday off duty each month.

Twelve hours to constitute one day's work.

Sec. 3. Yard crews at Charleston shall consist of a yardmaster, foreman and two helpers.

Yard crews at Frankfort and Delphos shall consist of a yardmaster, foreman and two helpers.

Sec. 4. Day yardmaster shall be general yardmaster and all yard employes shall be subject to his orders.

ARTICLE V.

Sec. 1. Overtime:

Conductors and brakemen running and breaking on through freight and passenger trains will receive thirty (30) and twenty (20) cents per hour respectively for all delayed time, as follows: After train is one hour and thirty-five minutes late, as per current time tables eighteen (18) and nineteen (19), and less than two hours and thirty-five minutes late, one hour shall be allowed; when two hours and thirty-five minutes late less than three hours and thirty-five minutes late, two hours shall be allowed, and so on.

Sec. 2. Between Toledo and Delphos the running time must be ten hours before overtime will be paid.

Sec. 3. On local freight train runs of less than one hundred miles overtime will be paid for all time used in making trip in excess of twelve hours.

Sec. 4. On local freight trains, runs of over one hundred miles, over-time will be paid for all time used in making any trip in excess of the time necessary to complete the trip at an average speed of nine (9) miles per hour, except that between Frankfort and Marion, thirteen (13) hours will be allowed, and that between Frankfort and Charleston thirteen hours and thirty minutes (13:30) will be allowed.

Sec. 5. Fractions of an hour less than thirty (30) minutes will not be counted.

Sec. 5½. Fractions of an hour over thirty (30) minutes will be counted a full hour.

Sec. 6. When over-time is not allowed, as per time slip, conductors shall be notified in writing.

Sec. 7. There shall be two crews on local freight trains between Toledo and Delphos, two crews between Delphos and Marion, one crew between Marion and Frankfort, three crews between Frankfort and Charleston, two crews between Charleston and New Douglas and one crew between New Douglas and St. Louis, east.

Sec. 8. There shall be three brakemen on all local freight trains.

Sec. 9. Time of turn around locals to be computed from leaving time at Frankfort and East St. Louis.

ARTICLE VI.

Sec. 1. All crews running light shall receive through freight rates.

Sec. 2. No engine, light, extra or special passenger train shall be sent over the road without a conductor and engineer.

Sec. 3. A pilot shall be paid the same as freight conductors.

ARTICLE VII.

Sec. 1. Conductors and brakemen deadheading on passenger trains or on company business shall receive one-half through freight rates for actual miles so made.

Sec. 2. Where deadheading is required the first crew shall deadhead and shall stand first on ahead of the crew with which they deadhead on arrival at terminal.

ARTICLE VIII.

Sec. 1. When attending court on company's business, conductors shall receive three dollars (\$3) per day and brakemen two dollars (\$2) per day, and both conductors and brakemen shall receive one dollar (\$1) each per day for expenses, the company to provide transportation.

ARTICLE IX.

Sec. 1. Crews doubling Cayuga Hill shall receive twenty (20) miles, all other places actual mileage, provided no double shall count less than ten (10) miles.

ARTICLE X.

Sec. 1. When conductors are needed, one experienced conductor shall be hired and one may be promoted from the brakemen, alternately when practicable.

Nothing in the above shall be construed so as to prevent the hiring of an experienced man in turn that may be at the time employed as brakeman.

Sec. 2. The rights of the conductors shall commence on the day of their promotion and they shall have the choice of runs to which their age as conductors entitle them, provided they are intellectually and morally fitted for it.

Sec. 3. The rights of a brakeman shall commence from the day he is engaged, and his line of promotion shall be considered as far as his ability goes.

ARTICLE XI.

Sec. 1. The Toledo division shall be divided into two districts for through freight trains; Toledo to Delphos to constitute one district, and crews shall be allowed one hundred (100) miles for each trip over same.

Sec. 2. From Delphos to Frankfort to constitute one district for through freight trains for which crews shall be allowed actual mileage.

ARTICLE XII.

Sec. 1. All mileage made less than one hundred (100) miles shall be considered one hundred (100), for one hundred miles or more actual mileage will be paid.

ARTICLE XIII.

Sec. 1. For a train from Delphos to Continental and return crews shall be paid fifty miles, and actual time at over-time rates shall be paid

for all time consumed in switching at Continental.

Sec. 2. Local crews between Charleston and New Douglas shall be paid two hours each day at over-time rates for time consumed in switching at New Douglas, one hour for each crew per day.

ARTICLE XIV.

Sec. 1. The number of through freight crews shall be kept down so they will not make less than three thousand (3000) miles per month.

ARTICLE XV.

Sec. 1. If, for any cause, a conductor is unable to take out crew, an extra conductor shall be furnished so that brakemen shall loose no time.

Sec. 2. When conductors are needed to pilot light engines the last freight conductor in shall be called when there is no extra conductors available.

ARTICLE XVI.

Sec. 1. When conductors and brakemen are called and report for duty, and for any cause the train is annulled, they shall be paid at over-time rates for each hour so held on duty and shall stand first out.

Sec. 2. Conductors and brakemen shall be kept on their respective divisions and districts.

ARTICLE XVII.

Sec. 1. At all terminal stations yardmen shall take charge of trains immediately upon arrival and no switching shall be done by train crews where switch engines are kept.

Sec. 2. All trains shall be made up in station order, and cars equipped with air shall be switched next to engine by yardmen.

Sec. 3. A caboose track shall be provided at terminal points and no switching shall be done with cabooses.

ARTICLE XVIII.

Sec. 1. No conductor or brakeman shall be called more than one hour and fifteen minutes, or less than fifty minutes before leaving time of train they are called for.

Sec. 2. The company shall provide a caller who shall have a book in which the conductors and brakemen must register. Time to begin when called to leave the yard, and the basis for computing over-time shall be the caller's book and the register at the other end of the divisions or districts, and there shall be a register at East St. Louis.

ARTICLE XIX.

Sec. 1. There shall be a gateman at railroad crossing, at Marion. Employés who are maimed while in company's service shall have preference for positions of gate attendance.

ARTICLE XX.

Sec. 1. Cars disabled in trains shall be repaired or chained up by the train crew and taken

through to destination or division station when possible and safe to do so and it can be done without unreasonable delay.

Sec. 2. It shall be the duty of car inspectors to see that the air brakes on passenger trains are in good working order and that all air-hose are coupled. Cabooses on local freight trains shall be cleaned at Charleston, Frankfort, Delphos and East St. Louis.

ARTICLE XXI.

Sec. 1. In case any difference of opinion as to the construction of this agreement shall arise between the conductors, brakemen, switchmen and yardmasters and the division officers, a written statement of the question at issue must be submitted by the conductors, brakemen, switchmen and yardmasters to the president and general manager, through the superintendent, for its consideration and adjustment.

ARTICLE XXII.

Sec. 1. No conductor or brakeman shall be discharged or suspended upon any charge whatever without first having a fair and impartial hearing within five (5) days of time taken off, at which time they shall have the right to have present any other conductor or brakeman of his choice, with the trainmaster, who shall hear all the evidence of all the witnesses, question and cross-question them upon any and all points he may desire, in connection with the case; the witness called by the defendant to be subject also to cross-examination. In case the decision rendered by the examining board is not found to be satisfactory, an appeal may be taken from the local to the general officers. In case a final decision is not given within five (5) days after presenting such an appeal, pay of conductor or brakeman shall begin and continue until a decision is made for class of train on which he was running or braking at time of offense.

ARTICLE XXIII.

Sec. 1. This agreement to supercede all previous schedules or agreements.

Sec. 2. No part of this agreement shall be repealed or annulled without the mutual consent of all parties herein named.

ARTICLE XXIV.

No conductor, brakeman, switchmen or yardmaster, shall be censured or discharged for acting on this or any other committee.

TOLEDO, ST. LOUIS & KANSAS CITY R. R.,
By S. R. CALLAWAY, its President.

Conductors:

J. W. DAILY, JAMES PATTERSON, C. F. LOSING, J. D. FORTUNE.

Brakemen:

W. HARPER, J. HARRIS, S. L. HAMILTON, F. TAYLOR.

MENTIONS

The scribe was unfortunately absent when Messrs. Cross and Corwin, of the "Q," called. Come again, boys, and we will try and be "to home."

**

Bro. W. Welch, lock box 414, Kansas City, Mo., wishes to hear from Bros. M. A. Hickey and E. A. Sayers, both formerly of the P. & E R'y, at Erie, Pa.

**

The Milwaukee *News* drives very closely to the point when it says the Buffalo conference on the switchmen's strike should have been held before the strike occurred instead of after it was lost.

**

In our next issue we shall have something to say in relation to the recent decision which virtually abolishes the railway commission in Texas, and the situation as it affects railway employes, information as to the exact situation reaching us too late for this number.

**

The different organizations of railway employes at Louisville, Ky., held a joint meeting and resolutions expressing their opinion of Carnegie, Frick & Co. in plain terms, and tendering their aid and sympathy to the locked out workmen at Homestead were unanimously adopted.

**

IRISH SETTER PUPPIES.—Chas. K. Farmer, late agent C. W. & M. Ry. and U. S. Express, at Hartman, Mich., has sold his stock to railroad and expressmen all over the United States. The hunting qualities of his dogs have given universal satisfaction. Mention this paper if you want to buy one cheap.

**

The looked for accusation has arrived in the shape of an anonymous letter, and Sargent, Clark and Wilkinson, for a price which is not stated, declined to aid the switchmen. Sweeney is said to have received the "regular" figure of \$30,000. This is to notify Brothers Sargent, Clark and Wilkinson that if they don't "divvy" with THE CONDUCTOR, we will "peach."

**

It has probably been noticed that Pinkerton "detectives" were not employed during the late strike at Buffalo. Vice President Webb, of the N. Y. C., states that the Central did not employ them on account of the growing public feeling against it, and thus inferentially credits himself with a prompt and cheerful acquiescence in "public opinion." To those who don't know, this may seem magnanimous on the part of that

great corporation, but Mr. Webb omits to state an intermediate fact and that is that since the Pinkertons were employed by the Central a couple of years ago, the railway employes have succeeded in securing the enactment of an "anti Pinkerton" law, and this accounts for the "milk in the coconut."

**

The Texas *Railroader* comes to hand and more than fulfills the promises made for it. Brother Carter and his associates are to be congratulated on producing a live, energetic paper that deserves a hearty support from the railway employes of the Lone Star State. It is on the right side on all questions of interest to them, and we sincerely wish for it, unbounded success.

**

Ye editor leaves for a week in the wilds of the Nepigon river, accompanied by fisherman Clark, hunter Dorsey and the hero of Shady-Side natorial Clancy, leaving THE CONDUCTOR in a semi-completed state, and readers of the September number should credit any improvement to the editor of the Cedar Rapids *Standard*, who kindly volunteered to help out so that we might gain an opportunity to tell fish stories with the rest of the boys.

**

There is occasionally an incident in the management of railways that deserves special notice from its infrequent occurrence. As a rule railway managements wait until the employe requests a "raise" before any is made, and then it is often made only after a protracted discussion. A notable exception occurred recently on the "Q. & C." where manager Carroll raised the wages of the trainmen on the Louisville Southern without anything in the way of a request from the men themselves. Mr. Carroll's entire record as an officer, though, is one of fairness and justice to his employes.

**

During the strike on the New York Central a couple of years ago, Vice-President H. Walter Webb vigorously protested that the company did not object to the organization of its employes and that no one had been dismissed on account of membership in an organization. At Buffalo, the same H. Walter Webb said, "we have run the New York Central as a non-union road for two years, and we like it. Our men are higher paid than those of any other road, and we are well satisfied. We, on the other hand, have been spared the constant firing of committees and grievances at us, which was almost continual while the union was trying to help us run the road."



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

CLASS LEGISLATION.

As announced in a previous issue of THE CONDUCTOR, the railway employés of Kentucky had prepared and presented in the lower house, a bill to, in some small measure, regulate the employment of men in train service and to prevent the employment of incompetent persons as conductors and engineers. This bill provided that no person except an engineer should be employed as conductor of a passenger train who had not run a freight train at least two years, and that no person should be employed as conductor of a freight or construction train who had not been employed for at least three years as brakeman on a freight, passenger or construction train, and that no person should be employed as an engineer who had not been employed for at least four years as a locomotive fireman. It is also provided that no engine should be run over any road in the state without a competent engineer and conductor.

The bill was deserving of criticism in some of its minor points and should have been amended, but the principle was correct and one that the writer has contended for on every possible occasion during the past twenty-five years. In brief, it is a step toward the national license for conductors and engineers which we believe to be a necessity to the public, the employés, and the roads themselves, and we are rejoiced to know that the employés of Kentucky, without exception, the brakemen and firemen as well as the conductors and engineers, were unanimously in favor of this measure. We believe that a bill of this kind should not require a longer service as either brakeman or fireman, than two years; but it should require that such service should be in the freight service invariably for both brakemen and firemen, for a brakeman or a fireman on either a passenger or a construction train has no opportunity to learn many of the things that a successful conductor and engineer

must know, and if not learned before promotion, they must be learned afterward and at a risk of life, limb and property. We do not believe that the requirement that a conductor must run a freight train before being permitted to run a passenger train is just or right. That is something that can be taken care of by the organizations themselves much better than by law; neither do we believe that the engineer should be qualified by law to run a train until he has served an apprenticeship. That there are many engineers who can manage to run a train and keep out of the way of other trains, is true, but like the passenger or construction brakeman, they have many things to learn that cannot be learned on the engine; it is also true that there are many conductors who can successfully run engines, but what is true of the engineer running a train is true of the conductor in engine running, and it is as reasonable to make conductors eligible as engineers without serving an apprenticeship as firemen, as it is to make the engineer eligible as a conductor without the brakeman's experience. Neither do we believe that either should be required to serve the full apprenticeship required of the brakemen and firemen, and we think that a provision, that a conductor of two years' experience should be required to serve as fireman six months to become eligible as an engineer, and that the engineer of two years' experience should be required to serve the same length of time as brakeman, would be just and fair to all concerned. We think, too, that all made a mistake in not endeavoring to make a compromise by which the objections and opposition of the machinists might be removed. We believe it was unjust to require a locomotive machinist to serve as fireman four or two years, for his experience as a machinist would certainly give him much education that the fireman gets, but, at the same time, there is that

for the machinist to learn in regard to running an engine that he cannot learn as a machinist, and that must be learned on the road as either a fireman or engineer, and if learned while trying to be an engineer, it is at the risk of life, and it is a serious menace to passengers and to other trainmen for the machinist, the conductor, or the fireman of a construction or a passenger engine to attempt engine running; or for the engineer or the construction or passenger brakeman to undertake to run a train until all have had some experience on a freight train. We believe that a provision requiring machinists to fire six months, or at the furthest one year, is all that should be asked; and we believe, too, that such an amendment to the bill would have removed the opposition of the machinists union, although it is said to be true that they did not think of opposing the legislation until directed to do so by their superior officers. The principal and bitter opposition came from the companies, aided by the press of Louisville. We must confess to a feeling of surprise that the *Courier-Journal* should condemn the proposed legislation and denounce it as class legislation in the interest solely of conductors and engineers. So far as we know, the *New Era*, a labor paper edited by E. L. Cronk, was the only Louisville paper that endorsed this bill, and the *New Era* deserves the thanks of all for its support. The *Courier-Journal*, in an editorial in its issue of July 21, says:

This is an attempt to create valuable class privileges by a special enactment. It is a blow at the ambition and the independence of brakemen, firemen, machinists, specially trained engineers and every other industrious and active laboring man.

A brief and comprehensive answer to this, that it is wholly false. It is not class legislation, but its defeat by the senate, at the request of the corporate monopolies, was class legislation. It is not a blow to the ambition of brakemen or firemen, but it is, first, an effort to secure public safety by placing trains in charge of competent men only, and it is in the interest of the brakemen, for it says none but brakemen shall be promoted to run trains; and it is in the interest of the firemen, for it provides that none but firemen shall run engines. What it does prevent is the railway officers from placing on trains and engines men who have never had a moment's experience in train service; clerks out of general offices, ticket takers at station gates, nephews, cousins and uncles of the officer, or some of his friends, and this is one of the reasons why the officers oppose it. Mr Watterson would hardly contend that a man who had cast type was a qualified compositor, yet the *Courier-Journal* claims by inference, that a man who never saw an

engine and who never had more to do with the service than to copy a pay-roll, write letters for a superintendent or ride over the roads on a passenger or special train, is competent to be placed in charge of a train or engine. It is true that the argument is made that the officers themselves may be trusted to employ only competent men, but that they employ just the men described above is well known to every man in the United States who knows anything of railways; and if the *Courier-Journal* does not know anything of the kind, THE CONDUCTOR can cite numerous instances, as undoubtedly can any of the employes running into Louisville. The president's nephew or some other friend who wants what he supposes is an easy position with fairly good pay, is placed on a passenger train as conductor, the officers trusting to the experienced engineer or brakeman to look out for the safety of the train and do most of the conductor's work while the figure head draws the pay. Usually the experienced man does protect the favorite and the public, and perhaps the *Courier-Journal* writers look on and say or think "see how easy it is to run a train or engine there is ——— who has made a failure of everything else, successfully running that express train or engine." The employes, among whom are the firemen and brakemen for whom the *Courier-Journal* expresses so much concern, ask for prohibiting the railways from employing — an engineer or conductor in the place of a fireman or brakeman who ought to have the position, and the *Courier-Journal* condemns them for it and pronounces it an attempt of engineers to defeat the proper ambition of the brakemen and fireman. It must suppose that the ambition of these men is to fire and brake during their natural lives and see inexperienced men promoted to the places that they have qualified themselves for. It will be urged, and THE CONDUCTOR freely accedes, that the employment of such as those described above, as conductors and engineers, is infrequent, yet it is not so infrequent but every trainman in the country can tell of from one to a dozen instances in his own experience. Again, too, it is not an infrequent, but on the contrary, a frequent and common practice for officers of roads to promote firemen and brakemen to the positions of engineers and conductors under what is known as the "seniority" rule, who have but a few months experience, while on the same road are firemen and brakemen who have many years of experience and who are tried and trustworthy men, yet for employes to endeavor to procure legislation prohibiting such a practice is a "blow at the ambition of brakemen, firemen, machinists, specially trained engineers, and every other industrious and honest laboring man." The *Courier-Journal*

ier-Journal writer must be laboring under the idea that its readers are good subjects for an institution for the feeble minded if it expects to hoodwink them, and particularly the laboring men, with such rot; and when it says that

It is not backed by the demands of the laboring men; it is unadulterated special and class legislation, and it is unredeemed by a single good feature. The interests of the working men would be sacrificed by this bill, while to a dangerous degree it would impair the discretion of the managers of our great lines of transportation, who are responsible for the safety and the prompt and proper delivery of persons and property committed to their charge. This is no time to be creating trusts, not even labor trusts.

It exposes the cloven foot and demonstrates to a reasonable certainty that either the writer or the paper, or both, are the tools of the railway corporations and that its denunciation of trusts is "sounding brass."

Again it repeats the old and familiar cry that we have heard so often reiterated during the past few years whenever there has been any movement on the part of any laborers to ask for justice. When the first talk of rate restriction by legislation and the removal of monstrous injustices and abuses began, the corporations and their papers at once proclaimed that it was dangerous to interfere with the managers, and so now, because it is proposed to prevent railways from employing inexperienced and incompetent men in positions of trust, the same cry is raised, "you must not interfere." The managers know better what rates to charge and what men to employ. The farmer knows how to farm but he must not attempt to say that the railroad shall not rob him by extortionate rates; the engineer knows how to run an engine but he must not attempt to prevent the manager from employing an inexperienced man to run another engine and thereby endanger the life of every other employé on the road. In the view of the *Courier-Journal* and many others, railway, as well as other trusts, "are largely private affairs with which the public have no business to interfere," and its talk of "creating a labor trust" is an unworthy attempt to prejudice the case, and, like the cuttle fish, create a cloud under which the railway trusts may escape.

"The public look to the managers of the railroads and public sentiment holds them to a strict account for the deeds done in the body. Their power of appointment must not be restricted; their discretion must not be hampered; their responsibilities must not be lessened." For a longer number of years than the writer has been on earth, the government of the United States has said to the owners of vessels on the navigable waters of the country, that they must not employ as pilot of a vessel, a man who has not served an

apprenticeship to learn the business; that the captain of a vessel must also have had an experience of a certain time before he can take charge while the engineer cannot be employed until he presents a certificate showing him to have served an apprenticeship of a certain time that qualifies him as an engineer, and the government employs a large number of men at a reasonably large salary, to see that the law is not broken. If the owner of one of the steamers that visit the wharf of the city in which the *Courier-Journal* is printed, were to employ, as either pilot, captain or engineer, a man who had not the necessary experience and who did not have a certificate testifying to his capability, the penalty visited upon them would be swift, yet the vessels in the United States carry but one passenger where the railroads carry hundreds. Why should the "managers" of steamboat lines be interfered with? Why should their power of appointment be restricted, their discretion hampered, their responsibilities decreased? The Louisville paper will hardly venture to advocate the repeal of the law which restricts their power of appointment; hampers their discretion and lessens their responsibilities, yet it can hardly find language severe enough to condemn railway employes who ask but a tithe of the safe-guards that are thrown around navigation.

This article has already outrun the limits intended for it and the reasons in favor of such legislation but barely touched upon; the virulent attempt of the *Courier-Journal* to prejudice the public against the employes of railroads, and particularly the engineers and conductors, only noted in some of its most salient points, but we must leave it, and with just a brief notice of the remarks of Col. Bennett H. Young, we shall close it for the present.

This argument is an able one, if ability is measured by length, for it fills seven or eight columns of the *Louisville Post*, but we do not propose by any means to review it at length, or as a whole. We shall simply note the supposedly strong points and show their emptiness, and, as we believe, the real reason for the opposition of the railway corporations, as represented by Col. Young. The gentleman starts with an attempt to create a prejudice in his favor by saying that "it is fashionable to argue that it is criminal for a man who has money, or for a corporation, to protect his or its interests." And just here is room for a wide difference of opinion as to just what is "protecting one's interests." If by "protecting interests," the colonel means that corporations must be left free to do just as they choose and that any attempt to make them be reasonably fair in return for the great privileges that are con-

ferred upon them by the public, is wrong, he is probably correct in his view that it is fashionable to argue that it is criminal to "protect" those "interests." It is true, too, that in regard to corporations as in regard to everything else in this world, there are demagogues who want to "crucify" the railroads and who damn railroads, both in season and out, and with cause and without, simply because they expect personal gain by it. If, however, Col. Young mistakes the clamor made by such for an expression of opinion from the great public, he is as far wide of the mark as the men who do the shouting. The great public does not condemn either the millionaire or the pauper for "protecting their interests" unless it is done at the expense of others; neither does any large minority of the people hold any such opinion, nor is it "fashionable" among them to denounce except what they honestly believe to be injustice to themselves or their fellows. They do not condemn Jay Gould for "protecting" his own interests, neither do they condemn Col. Young for protecting the interests of the corporation he serves, when such protection is confined to fair dealing. What they do object to is the methods used by the majority of the great corporations by which the people are cheated, wronged and defrauded, or at least think they are, and it is fashionable with honest men to condemn what they believe to be wrong, and while they may be mistaken, and the corporations and those who represent them may be right, it is unworthy the reputation Col. Young bears to make such an accusation or to endeavor to prejudice his hearers by such methods.

It is true, as Col. Young stated, that conductors and engineers do not pose as philanthropists any more than the average citizen, nor as much as many of them, yet we do not know that it is particularly reprehensible for them to look after their own interests, nor that it would be any more censurable for them to directly pose as philanthropists than it is for Col. Young to do so indirectly in behalf of railway officers and corporations? We do not know that it is more reprehensible for conductors, engineers, brakemen and firemen to look after their own interests than it is for other men to do so. Col. Young complains that it is fashionable to condemn millionaires and corporations for protecting themselves and directly insinuates that the men who asked the legislation were influenced by the "fashion," yet he condemns them for looking after their own interests and enlarges on the fact that they are not trying to procure legislation because of their love of the public, but because it will improve their condition.

It is then claimed that conductors and engineers

are the only persons who would at all be benefited by the legislation, and the fact that brakemen, firemen, switchmen, and all other employes with the solitary exception of the machinists, favored the enactment of the law, is entirely ignored, although it is reasonable to suppose that they must have thought there was some benefit to them, for while they are a generous, charitable class of men, they are not quite ready to injure themselves to promote the interest of others; nor are they, any more than are the conductors and engineers, liable to waste their substance, their time and wages, in a philanthropic effort to serve the public to their own injury; nor will it be readily credited that their desire to be in the "fashion" and condemn the corporation for protecting its interests was so great that they would deliberately injure themselves.

After satisfying himself that it is special legislation for the benefit of only 990 engineers and conductors, Col. Young proceeds to show how the wicked 990 might ruin the railways if the law was enacted, by engaging in a strike, and evidently convinced some of his hearers that if the bill became a law no additions could be made to the 990, and if they struck trains must stop. We have no means at hand for procuring the exact information, but if there are 990 conductors and engineers employed in Kentucky, there are probably 900 brakemen and 500 firemen, the most of whom have undoubtedly served the time required, and so far as the proposed law was concerned could have been immediately promoted to the positions made vacant by the conductors and engineers who strike. It is true these men might not accept the promotion at such a time, but if they should not, is it any good reason why the railroads should be permitted to place in peril the lives of all who ride on their trains?

Again, the eloquent colonel talks right along as if the bill proposed to prohibit the poor railway corporations from employing any one outside of the state of Kentucky, and it seems none of his hearers noted the fact that there are in the United States something like 75,000 or 80,000 men who would be eligible to the position of conductor in Kentucky under the proposed law, and that there are nearly the same number of men who would be qualified under the law for engineers, thus giving the colonel at least 150,000 men from whom to select those to fill the places of the 990, and not more than half of this number are members of any organization.

Again the speaker charges that "under this bill you make time of service the substitute for brains," and here again the colonel misrepresents facts, and the plea is too puerile to be worthy of

extended comment or notice. The bill does *not* make time of service the substitute for any other needful quality; it does *not* provide that when a brakeman has served a certain time he must be made a conductor; nor that a fireman who has shoveled coal for a definite time must be provided with an engineer's place. If there was any room for any such inference, the request for the legislation would hardly receive the attention of anyone with common sense, and certainly none who did notice could do otherwise than condemn. It simply provides that the brains must be educated slightly before being placed in a position to endanger the lives of others; it does not in the slightest degree interfere with the matter of brains, it does not even prohibit the railways from employing, as engineers and conductors, men without brains, though it ought to, but it does prohibit them from employing those without either brains or experience, and provides that the experience must be there whether the brains are or not.

The argument that the statistics show that Kentucky is not above but is even below other states in its record of death and injury by railway accident and therefore does not need any protection, may be sound logic and good argument, but it is not what we would expect of the speaker. That other states should have no law to prevent murder would hardly be considered a good reason why Kentucky should not have one or, if none was in force, that the number of murders in Kentucky was less than in some other state which had no law to prevent them would hardly be taken as a conclusive reason why Kentucky should have none, yet the colonel argues that because the death rate in Kentucky is not so large as it is in Illinois, Iowa or any other state where there is no prohibition on the employment of conductors and engineers, Kentucky does not need anything. We are no worse off than our neighbors and therefore we should make no effort to improve, is the logic brought to bear here.

The only trouble with the bill was that it did not go far enough and provide that for these responsible positions there must be brains as well as experience.

There are many other things in this speech which we would like to notice did space permit, but on a careful reading of the entire speech we can find nothing that seems to us should be dignified by the title of argument or of a reason for the rejection of the law, while there are many things that are less worthy of the speaker than those we have noticed, as, for instance, the comparison between those who handle railway trains and elevator boys in office buildings or street car employés. The truth of the matter is, the

speaker was on the wrong side, and, perhaps, did the best possible under the circumstances, and he undoubtedly realized that it is extremely difficult to "make bricks without straw."

THE BUFFALO STRIKE.

Press dispatches tell what the Buffalo switchmen are going to do with Grand Master Sweeney; they propose to degrade and expel him immediately. THE CONDUCTOR does not propose to volunteer its aid to the S. M. A. A. in transacting their business or conducting their organization, nor does it propose to select their officers for them, but if Brother Sweeney is defeated on account of declaring the Buffalo strike off, it will be a case of cruel injustice. The action of some of the striking switchmen in their rebellion against Grand Master Sweeney's lawful authority, and the brutal attack upon him in the streets of Buffalo, will go far to place upon them the stigma of the violence and wanton destruction of property with which they are charged by the railway companies and to prevent the sympathy which would otherwise have been felt for them. Mr. Sweeney did the only thing that was possible for him to do, and if members of the organization deserve criticism for their action in endeavoring to continue the strike after it was legally ended, and it seems to us there can be no question of that, what shall be said of an officer of the organization who joined with them, headed their rebellion and by his action, if not by words, incited and abetted the personal attack upon Mr. Sweeney? It may be that the press dispatches do the second vice-grand master of the S. M. A. A., injustice, and that he has not acted as treasonably and as foolishly as is indicated, but if the reports are true, the name of Miles W. Barrett should head a list of expelled members for September, and if there is any authority for it, Grand Master Sweeney should immediately remove him from the office he has disgraced. His action has done more to injure the cause of the switchmen, disrupt the organization and bring it into disrepute, than the loss of the strike. THE CONDUCTOR does not approve of the course of the grand master in ordering the Buffalo strike; it believes that he did not use good judgment, but it does not credit for a moment, any accusation against him that affects his integrity. It believes that he did what he thought was for the best, and the accusation that he "sold out" to the railroads is utterly puerile. It is very common for some disgruntled member to start the story of "selling out" when results do not suit them, and there probably is not an executive of any of the organizations who, at some time or another, has not been accused of it. One

very excellent reason why Sweeney did not "sell out" at Buffalo is, there was no opportunity for him to do so, for the strike was lost, the roads running, and there was no one to buy. A charge that Sargent, Clark and Wilkinson "sold out," although utterly inconsistent, would have a shade more of reason than one against Sweeney. The request of the switchmen was for a small increase of pay that would place them on an equality with other yards in Buffalo, certainly a just request, and one that the officers should at least have considered; another was that ten hours should constitute a day's work and that they should be given time for meals and not be compelled to work unreasonably long hours without rest. The officers who refused to even consider such requests, deserve far more censure than any one of the striking switchmen, and while switchmen are being censured for violation of law, it should be remembered that they are not alone, and that the Reading combine is the greatest violator of law in the land. That autocrat, McLeod, does not hesitate to declare his defiance of law, vide his comments on Governor Abbot's veto of the law legalizing the "combine," and his more recent utterances upon the decision of Chancellor McClain, in which he states, that a court decision will have no affect upon them, and will be practically if not literally disregarded. Bear in mind, too, that no less than *four times* since the combine, has this octopus raised the price of coal, that these ill-paid and over-worked switchmen must buy of it, and that the proceeds of the robbery by only one of the raises would more than pay all the switchmen employed by it in Buffalo, and yet the switchmen are refused even the poor satisfaction of an opportunity to prefer their request.

There is, too, a law making ten hours a day's work for employes engaged in train service, which the Reading is daily violating, and it is a mystery to us that the switchmen did not see why it could not be enforced before engaging in a strike. Certainly some one ought to see if that corporation can defy the law in New York with as much impunity as it has elsewhere. The hope expressed by Governor Flower when he signed the bill seems likely to be a vain one.

The "wild and woolly west" furnishes attorneys to defend the Homestead workmen who are charged with murder by Frick. Messrs Irwin, of St. Paul, and Argo, of Sioux City, have been retained and have advised the organization that their services will be free. Both of the gentlemen are distinguished attorneys and their services command high fees. Their generous action in behalf of laboring men should not be forgotten.

A letter head comes to the office bearing the name of W. K. Maxwell as general baggage agent of the M., K. & T. R'y. Just how long this has been going on, we don't know, for none of the boys thought to notify us of the appointment. We sincerely congratulate Bro. Maxwell, and it isn't necessary for us to predict that the position will be satisfactorily filled, not only to the com-

pany and the employes in the department, but the passenger who loses baggage as well.

Bro. J. A. Thompson reports that his coat was stolen from his "caboose," recently, at Newport, Ark. The coat contained many valuable letters and Bro. Thompson's receipts for assessments paid to the Benefit Department. The brother requests conductors and others to be on the lookout and not be deceived by the thief, and if the letters are presented, he requests that the person presenting, be arrested and advice sent to him at 1502 west 3d street, Little Rock, Ark.

When conductors and other train men are called upon to pay from \$10 to \$20 more for their winter's coal than they did last year, they will better appreciate the beauty of the Reading combine; it will also be a strong argument in favor of their joining the railway employes' political club to aid the down trodden railroads in their efforts to prevent any legislative restriction on rates, the formation of combines to increase the price of what we must have, co-employe legislation, anti-Pinkerton legislation, legislation to prevent their employing incompetent men, and various other little matters of like character.

Sometimes public officials can be funny; Commissioner Donovan, of the New York Board of Mediation and Arbitration, seems to be something of a joker. He told a press reporter that he was in a position to know just what the different organizations would do anent the switchmen's strike in Buffalo, and it was telegraphed all over the country. When the reporter has had a little more experience he will realize that the commissioner was either duping him or trying to dupe the public. Labor organizations are not in the habit of confiding their plans, "in time of war," to any one, commissioners not excepted.

After all the preachment about Homestead employes earning fabulously large wages—\$15 to \$40 per day—we find that in the showing made by Mr. Frick of the pay-roll for a month, which was undoubtedly selected because it was above the average, the highest wages shown was a trifle over \$8 per day, while a statement for the year shows that thirteen men out of about 3,000 received an average of \$7.50 per day, forty-six averaged between \$5 and \$7 per day, forty-four averaged from \$4 to \$5 per day, 1,177 averaged from \$1.68 to \$2.50 per day and 1,625 received fourteen cents per hour. Fabulous, truly, when compared with the \$8,000 to \$10,000 per day profit for Carnegie.

THE CONDUCTOR heartily endorses the Railway Employes' Industrial Banking Union, advertised in this issue. The Union offers *all* the advantages of the savings bank and the building and loan association, with additional ones that are peculiar to it. To the employe who wishes to save something of his monthly earnings it offers a safe and profitable investment, while it gives an opportunity to every employe in the land to provide for himself and loved ones a home without placing himself in the clutches of the Shylocks. The names of the officers of the Union, one of whom is Bro. Geo. W. Howard, is a guarantee of honest and economical management. We shall explain the plan more fully and comment further in the next CONDUCTOR.

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., OCTOBER, 1892.

NO. 10.



"NO TIME TO SPARE."

BY S. E. F.

Surcharged with his sense of power
And pressure of the present hour,
Impatiently he hastens to
A stated place of rendezvous,
Three minutes pass, yes five, and ten,
While he awaits a laggard, then
He nervously departs elsewhere,
Muttering, "I've no time to spare."

Burdened, weary, and care oppressed,
Importuned to take needed rest,
And save himself from disaster,
He but makes the flame burn faster;
Ignoring warnings of his friends,
"But temporary," he contends,
Is the weakness, "For it prepare!
Why, you see, I've no time to spare."

A mother, with home circle wide
To toil for, takes especial pride,
Each evening finds her so weary,
Striving to make home look cheery.
That loving ones advise, insist,
She relaxation take. "Desist
From loving toil? I do declare,
To relax, I've no time to spare."

The busy housewife, anxiously
Looking for opportunity
To excel in her vocation,
Refuses all recreation
Offered by those who understood
Her danger. Loving motherhood

Refuses, with a face of care,
And answers, "I've no time to spare."

One day to the Silent City
Two forms come to rest. A pity,
Cry mourning ones through falling tears;
They did not live out half their years;
Disease shouts, with a ghoul's glee,
"I find my opportunity
Best with mortals so full of care
They say they have no time to spare."

Never more while passing time flies
Will it be heeded by those eyes,
Unused time for untold years
They now will "spare" without false fears,
That wasted moments there will be,
Now they have eternity.
And could they speak to us from there,
What would they say? "*Find time to spare.*"

Who Are Responsible for Strikes?

This is a question that the average intelligent man would naturally ask himself. As we appear to be living in a day and time when strikes and boycotts seem to be numerous, and at present three states are under arms to protect, as we are told, the property of the capitalist from destruction. Surely this is a lamentable state of affairs. What is the cause and what the solution? Are the laboring men of America becoming savage, bent on the destruction of property? Are the

capitalists and corporations dealing justly with labor? Are the laboring masses entirely to blame for the present unhappy state of affairs? Surely there must be some division of the responsibility in all this trouble.

A few years ago such things as strikes like the present were unknown and the state armies did not exist. Is not capital a partner in this trouble? We answer, yes. Has capital been willing to take a just and fair return for its earning or investment? We answer, no! Capital has grown powerful fond of show and power, and, as a result, a strong army has been organized and maintained in every state—for what—to fight a foreign foe? Oh, no. Then for what purpose? Why, to enforce the unjust demands of capital, which is never satisfied with what it gathers, but is constantly grasping for more and yet greater dividends and profits, while labor is always at ease and satisfied with a just reward for their toil and are willing to give their brawn for a fair and equitable per diem.

Let us see if any class of capitalists are unjust, for by this class we can judge of the others. Let us take the railroads of our country, who have had granted them liberal charters, large land grants, and in a majority of cases a free right of way. Have they, as a class, dealt justly with patrons and laborers? We think they have not. And are the greedy capitalists alone to blame for the present state of affairs? Our legislators and congressmen are not blameless by any means, for our average statesmen are, as a class, so blind that they can only see for the interest of capital and their only aim is to protect corporate and combined capital to the injury of labor. Our statesmen have legislated as though there was but one class in this country, namely: capitalist, and they have neglected the interest of labor, and labor has been left to take care of itself. As corporate capital has grown strong and more powerful, aided by our government, just in that proportion has labor grown weaker or more helpless, until capital's demands are unjust and do not give to labor its just return to insure support, and the sequence of it all is strikes, boycotts and discontent. Organized capital has not and will not deal justly and honestly with either labor or patron. Let us see if we can prove this. We will take the railway corporations as an illustration. Who are the friends of the Pinkertons and are so ready to call for the soldiery to protect their property after they, by their own act, have placed their property in jeopardy? We assert that they are not content with a fair return upon actual capital invested, but proceed to capitalize, to double and often treble their original capital, and demand a dividend upon this watered

stock. We quote from Duncan McMillan in proof of what we say:

"The significant fact in this statement, however, is in the disclosure that there exist expenses of a fixed nature that must be met, and the complaint of the investor and the public may be legitimately addressed to an analysis of these charges to discover what share of them is properly incurred. The most recent statistical report of the Interstate Commerce Commission shows that the amount annually paid as interest on the funded debt of the railroads in the United States was \$191,342,872, and the total payments on railway capital, including dividends, was \$280,249,007. The aggregate of operating expenses was \$641,706,701, the payments on railway capital being about thirty per cent of the cost of the service called transportation. Taking the actual interest accruing and adding to this the rentals, taxes and miscellaneous fixed charges, including dividends, the total amount of fixed charges was \$343,890,294. Excluding the item of taxes, which is not associated with capitalization, and the amount is reduced to \$316,300,000. Add to this latter amount the reasonable dividend of six per cent upon the aggregate capital stock of railway property—the item of \$255,071,443—and the public is order to reimburse the railroads would be called upon to make good in payment for the service of transportation the sum of \$671,371,443 as a legitimate and proper remuneration to the stockholders and investor—an amount exceeding by \$5,000,000 the total expense incident to the actual operation of the roads.

These proportions represent fairly the ~~total~~ operating expenses to fixed charges ~~in~~ of the large systems of the country. The ~~high~~ interest, rentals and taxes, exclusive of ~~charges~~ on the Burlington and Atchison systems, are twenty-nine per cent of the operating expenses; on the St. Paul they are thirty-two per cent; on the Delaware and Hudson they are thirty-nine per cent; on the Northern Pacific fifty-five per cent, and on the Union Pacific, excluding the obligations to the government, which are heavy, they are forty-one per cent.

Hence the shipper and the public to support the railroads must be taxed \$1,300,000,000 annually—three times the expense of the national government. Somewhat less than half this sum is paid for labor and the maintenance of the roads, and more than one-half to meet payments due to high capitalization and the fixed charges upon bonded obligations. To be reasonably profitable upon their present capitalization, the railroads must drain this sum every year from the people. This they fail to do; competition steps in and forbids it. While the burden resting upon the shipper is onerous, dishonored obligations and worthless stocks represent a portion of the fruits of a policy of extravagance. Receiverships and consolidations result, both of which—one through the logical methods of the law and the other through necessity—are made to add to the burdens which the railroads impose as a consequence of reorganization.

"The root of the evil, then, is shown to be the readiness with which the railroad managers of the country act in increasing capitalization beyond a legitimate plane, and their promptness to issue every sort of obligation which the market

will accept, both of which are a charge upon the roads, tending to heighten competition, to deprive the honest stockholder of his dividends and the purchaser of its obligations in good faith of his interest; and the only class who do not seem to suffer are the men responsible for the situation, through whose hands those vast sums must pass and who are invested with a despotic authority over the purposes to which they shall be applied."

These are facts which cannot be successfully controverted.

Again, take the Richmond & West Point terminal, now in the hands of a receiver. The Calhouns, of Atlanta, Ga., charged fraud against that company. Then comes Mr. Wm. P. Clyde, of New York, and swears that the management have diverted and appropriated the sum of \$64,000,000. No wonder honest John H. Inman, Brice, Thomas and others are rich; and this same company was constantly reducing wages and increasing the amount of labor of those in their employ. They sang the same old song—the company is not making any money; are not declaring a dividend; the plant was a fine one, the business large in every branch, and yet no money. They claimed fixed charges was eating them up. But now, as they have fallen out among themselves, they throw the mirror first on one and then the other, and the public get a glimpse of the interior. This greatly capitalized company says some one has misappropriated \$64,000,000.

There are the despots who handle other men's property to whom Mr. McMillan alludes. Surely a pretty picture to look at, And these honest saints of corporate capital are now posing before the rich man's court. Do they want justice? Will they get it? We wait for the result, as declared by our courts of justice and the verdict of the honest masses.

The reports of a majority of our railroads show increased earnings for the past year over the previous years, but with a few, a very few, exceptions there has not been any advance in wages. They, with the eastern manufacturers, imported Huns, Poles, Chinese and Italians in order to reduce wages and put up prices, for they were like Baron Carnegie, protected. Bankers and merchants are following suit and are demanding more hours of toil on a reduced salary. The load is falling upon the laborer that the rich may get their percentage on watered stocks and bonds and over-capitalized ventures. It is so all along the line. These barons are loud declaimers for law and order and are constantly praying, "God bless we rich of earth, let the poor beg."

Then is it at all strange that under such influences we have so many strikes?

Let capital cease forcing the laborer into a po-

sition where he is compelled to strike, and I am of opinion that strikes will be a thing of the past.

Thirty years ago, when the capital of our country was in the hands of the producing and toiling masses, strikes, lockouts and boycotts were something we read of as having a home only in Europe, but later on the government steps in and by a robber tariff, protects the few to the detriment of the urbane laborer. Then did we witness the birth of combines, over-capitalization of almost every interest in manufacturing and other industries. Capital has been protected by this high robber-tariff to the detriment of the laboring masses of our country, and as the railroad corporations demand and get every year from its patrons an unjust and an excessive toll upon freights and travel, which has reached that point where, when the freights are paid and the cost of producing and marketing has been deducted from the sale of labor's production, the producer finds himself at the end of the year in debt. But protected capital gets more avaricious year by year, and goes on capitalizing more and more, until they have brought bankruptcy to the farming and laboring classes generally. As long as the government, by the high tariff and bad legislation, protects the few to the injury of the masses, so long will this state of affairs exist, and will grow worse, until our free America will drift into a strong consolidated government. Why, but a few days ago there was organized in Memphis, Tenn., a Gentleman's Democratic Jeffersonian Club. They propose to lift themselves by their democratic suspenders above the democratic masses. No association for these gentlemen with the vulgar democratic masses. This feeling and desire for a titled class by law is very fast gaining ground in this country, and it is fostered, rocked and nursed in the hearts of our plutocrats and protected corporate capitalists of Washington's republic. If this country is to be saved and the good old days of honesty and justice is to reign, the masses must arise in their sovereign power and drive out the horde of money changers who are making our laws in both state and national legislatures. Enact a law that when a corporation capitalizes for more than is actually invested (or the natural earnings of the investment), the punishment shall be fine and imprisonment. I am of opinion you will then check this great wrong of which I have spoken.

Stop the horde of European thugs and thieves coming into this country, stop this promiscuous immigration and I am of the belief you will then take a step forward, and a step to stop strikes, lockouts and boycotts. Capital and brains, as well as brawn, should have a just and equitable return on its investment in any and all enterprises.

Remove the high tariff that is making the few rich and the masses poorer, and you will take another step towards bringing the capitalist and laborer together.

Our public men lie, and they know it, when they tell us this country is governed for the greatest good for the greatest number. They legislate and administer the laws to the greatest good of the few. But, fellow laborers, you must share in the great responsibility of the great wrong.

You have not done your duty to yourself or your fellowman by your vote and your indifference to matters political and material. Bad men have gotten into power. See to it that no more such unfortunate scenes take place in our country as has been enacted in Tennessee, Pennsylvania and New York. Bear in mind that had the laboring masses of the states named called upon their respective governors for troops to prevent capitalists from taking from the laborer what was his and to protect them from violence of the plutocrats, that they would have been refused aid and scorned for being so bold. I still have hope and confidence in the masses of our true American people. But we have a great work before us, a work of education of the masses and of selecting proper men to represent us in our state and national legislatures. Let the laboring man come forward and do his duty; protect himself and his neighbor, and see to it that he does no violence to person or property and let the capitalist prove the patriotism he boasts of so much and join in the great move; this great effort to bring labor and capital to a better understanding and to a partnership in the earnings of labor and capital.

These results realized and our troubles of to-day will be over. If continued, I fear we may look for yet darker days. I quote from Mr. Wm. O. McDowell, which I think to the point and a strong answer to my question, who are responsible for strikes?

"How is it that we have to-day a Fifth avenue and Five Points, a Jay Gould and an Andrew Carnegie, and a labor question? The responsibility rests at the door of the American statesmen and the American teacher. They have not legislated or instructed so as to keep up with the progress that has been made by the American mechanic and citizen. Why? Because, through the incapacity, neglect or incompetency of the American statesman, the government in dealing with these co-operative institutions has failed in the very first essential of governmental duty. The first and greatest duty of the government is to protect life and property. The laws governing these safeguards of a people have come down to us through over 1800 years, ripening until they are as we find them to-day. And they are embodied in the Golden Rule. The mechanic who invented the steam engine compelled the statesman of that day to create and recognize a new

kind of property. It was based on a part interest a share ownership, in the necessary great co-operative body that had to be formed in order that the necessary plant should be obtained so that the power of steam, the economics coming from modern machinery and the co-operation of labor might be availed of. Had the statesman so legislated as to protect to the natural owner this kind of property, we would have in America to-day no colossal fortunes, no conflicts between owners and workmen. It is said that in the lifetime of one man, living to-day, by Wall street gambling processes and legal legerdemain the earnings of 100,000 heads of families have been "thimble-rigged" into his hands to be a curse to the country, to him and his children, and a menace to American institutions; whereas, could they have remained in the hands of those who produced them, as they would have done if the statesmen of the last half century had legislated so as to protect this kind of property from the vultures and thus kept in their part of the world with the march of the progress compelled by the American mechanic, then in the place of a single colossal fortune there would have been 100,000 happy homes, and the heads of families would be educating their children with the results of honest labor and availing themselves of the benefits of the progress from improved machinery, while strikes and lockouts and battles with Pinkerton's mercenaries would not disgrace the pages of American history."

Let the law-making power of our land see to it that justice is unchained and the laborer protected in his smaller rights, and that the government shall have a supervision over the corporations to prevent capitalization of our corporate bodies in this country, and we will date a new and more prosperous era in the history of our beloved America.

But if the present state of affairs are to continue and the voice and demands of the toiling masses are to go unheeded, then may we look for yet darker times. And the trouble that will surely follow must be laid just where it belongs, at the door of protected capital and the neglect of our legislators to do their duty.

Railroad employes, 700,000 strong, what are you doing to extricate yourselves from your maelstrom of despair, long hours and poor pay? Are you doing your duty to yourselves and your Brothers? I am of opinion you are letting events, circumstances and conditions take care of themselves, and are growing weaker while your masters are growing more powerful and despotic. Stop. Think. Take an inventory of your situation and surroundings. You will find you are in the same situation of the balance of the labor world, deep in the slough of misfortune.

Let the honest masses move as one man to bring about a change for the better among our laboring classes, and if this is done we may look for peace to reign supreme in our land and prosperity will again return to the homes of our laboring classes, and capital will not require an armed force to protect what they have honestly made.

EXCELSIOR.

Care for the Old-Timers.

It has been beyond my understanding for some time why nothing has been done by the B. R. C. relative to the subject of conductors who have been conductors for a certain length of time always remaining conductors. That is when commencing on any other railroad than the one which they may have been employed perhaps for years as a conductor instead of a brakeman. This is really the correct view to take of the matter, and shows justice to all concerned rather than injustice, as might on first thought be imagined. An engineer may go from one road to another and go on the engineer's extra list and it is not even expected that he must serve a second term as a fireman after he has once become an engineer, why should not conductors be protected the same? The principle is certainly the same and as applicable in one case as the other. The only objection to such an arrangement would be between the trainmen themselves, and with a little explanation and understanding between themselves, the B. R. C. and the B. R. T., the matter could be very easily arranged.

Upon first thought the B. R. T. would naturally look upon it as detrimental to their interests, but upon investigation it would be found identical to their interests for the following reasons: The brakeman of to-day, naturally enough and properly, expects promotion in due time which is right, and if capable he should have it. But under the present arrangement what assurance have they of the future? When they become conductors, and perhaps after a few years they are unfortunate and lose their position, then they have to commence over again, at the foot of the ladder, so to speak, as brakemen. I ask is this right? Would it not be much better for all branches of the service if a brakeman understands when he enters the service that he must brake a few months longer, or years for that matter, before promotion, but when he does become a conductor he has the assurance of having a "trade" that in his old age he will not be called upon to buck snow, ice and sleet on top of a freight train, and do other rough work more appropriate for a younger man to do and through which course he has already once passed in former years. It seems to me that for any B. R. T. man to vote against such arrangement would be to vote against his own interests. No doubt such a plan could be introduced and generally adopted on railroads, provided of course, that the men themselves would become a unit on the subject. Under the proposed plan the brakemen of to-day eventually become the future conductors, when in their turn they derive the same benefits from such plan as the conductors of to-day do.

An engineer can successfully apply to another railroad and secure a position at his business, as an engineer. A brakeman may do the same. A barber, doctor, merchant, lawyer, operator, or any man with a trade may go from one place to another and again enter the same business without serving a second apprenticeship; but however humiliating it may be to acknowledge it, a conductor cannot. He must commence all over—again at the bottom—on a construction or local freight train perhaps, and for years, probably, go over the same work that he did when a much younger man and better adapted for such rough work. His years of experience and service as a conductor count for nothing. This is positively all wrong, and the B. R. T. will certainly acknowledge it if they will give it thought, and desire to better themselves in train service. I am sure that the railroads of the country would be glad of such an arrangement, were it also the desire of the men. For is not protection exactly what the B. R. T. is supposed to uphold, and does it not protect them as well as us? It would also add largely to the ranks of the B. R. C. If we are to have protection, why not have it with a big P. I know several O. R. C. men, with myself, who would hesitate no longer but go into the B. R. C. at once, with this plank in the platform.

Suppose a conductor of 55 years of age, perhaps a man with a fairly large family, who has probably spent 20 or 30 years of the best part of his life in the employment of a railroad company in the train service department at a small salary, the last 10 or 12 years as a conductor, we will say, when at 55 or thereabouts, for some reason or another, may be an accident for which he may or may not be to blame, he loses his position forever on that particular road. But he must live and provide for his family. At his time of life is it fair or just to even expect him to again commence on a local freight train as brakeman on some other road, of course? He may have been a first-class conductor, for that is properly his business. He may in his time have been the best of brakemen, but now at 55, he would be of very little use as a brakeman, but at his legitimate business, as a conductor, he might still be A1 for 10 or 15 years to come. Why should he not have the same privilege as any other man with a trade? He certainly ought to have, and the B. R. C. and the B. R. T. should see that he does have. It is just as much a principle for the B. R. T. to endorse, as it is for the B. R. C., and the sooner it is entered into the sooner all will derive the benefits.

A young man entering the railway service as a brakeman would most certainly prefer braking a few months longer, or years, while he is yet a young man, and suited for that business, with an

assurance that when he graduated from a brakeman to a conductor his braking days are over, and that when he becomes old, he will not again have to go braking, a position which in old age he is most certainly unfitted for, not only from a physical point, but the risk of life and limb, as well.

The supply and demand govern all markets. The same applies to conductors and brakemen. With a prospect that a new applicant for a position of brakeman must spend more time as a brakeman than at present, before he can become a conductor, there would necessarily be less applicants for such positions. The demand, consequently would be greater, thus having an effect to increase wages by limiting the supply of railroad men. There are now too many floating railroad men; too much frailty, in a sense. A man may apply for a brakeman's position thinking to get a train in a few weeks or months. Finding that he cannot, he naturally resigns or gets fired, not caring much if he does gets discharged, and tries it again on some other road. When he leaves some one must take his place. Thus by this floating around process, the market in railroad men is always over supplied, tending of course to decrease wages. My plan it seems would largely limit the supply of railroad men, a much desired object, in my opinion. The plan, as proposed, is certainly fair all around, inasmuch as it benefits the brakemen as much as the conductors, and I hope to see it adopted before long. Conductors certainly cannot claim themselves protected without it, for without it, as I have shown, they are worse off than any of the other trades. I submit that these points are worthy of immediate consideration and action, not only by the B. R. C., but the B. R. T. as well.—FORWARD, in *Railway Service Gazette*.

The Railway Magnet.

If asked to describe a railway magnate, it could be done, or the accepted version of what constitutes a magnate could be named. But ask any railway man what is the magnet that attracts him to his calling so persistently, and, doubtless at first thought, he is like the student who, to the question from a college professor as to what the Northern Lights were, assured the pedagogue that "he knew, but had forgotten," and was told by the professor "that it was very unfortunate, for the knowledge would have been of incalculable value to the scientific world." Many railway employés think they know what the attraction is. When asked to define it they cannot, however valuable such a definition would be to the railway world. They cannot tell what it is or where it is.

All sailors know there is a magnetic meridian that attracts the needle of the compass in one direction, universally. Without its attraction navigation would be impossible. Yet no sailor can definitely locate that meridian in fact, although many students in navigation have a theory and think they can explain it.

Likewise without the railway magnet railways could not be operated so successfully as now. While it cannot be explained, officials often count upon its attraction to hold men up to the mark when enforcing discipline, as the captain counts upon the attraction of the needle to the pole for safe guidance of the ship in the hands of a sailor upon watch.

Some men choose a railway calling, some are driven to it through force of their surroundings, and some drift into it. Yet without that universal magnet which seems to fascinate them all, none of them, whether volunteers, drafted or drifters, would stay in the calling, with its uncertain rewards and certain hardships, longer than necessary to find other openings for abilities which, supplemented by half the faithful persistence, privation and self-denial displayed in the railway calling, would bring quicker and surer rewards.

Exceptions will be taken to this statement and examples of advancement from the ranks pointed out as proof of the rewards to the capable, with the remark, "See how high so and so has risen from the bottom." An old man who had smoked constantly from his youth was pointed out, at his death, by a smoker as an example of the harmlessness of smoking. The non-smoker in reply remarked, "We do not know how much longer he would have lived as a non-smoker." So we may dispose of this "example." We do not know how much higher they would have risen in some other calling.

The ranks of the army with its discipline, privation of home comforts and sometimes galling punishments, are avoided, in time of peace, by the energetic young man of to day, who, when he sees or reads of "knapsack drill," "guard house penalty," or "thumb tying," by order of some "strapper" for dereliction of duty or misconduct, says or thinks, "It serves him right for voluntarily placing himself in a position where such things are possible." Yet their pay goes on the same, while the critic gets "thirty or more days," without pay, for some offense as unimportant as the private's and takes it philosophically as a "part of the calling." Hunger, cold, privation and hardships, with risk of life and limb far in excess of the private soldier in time of peace, he endures as a "part of the calling," also not seeing or feeling the irony of his comparison.

Frequently some employé, weary of the routine

of life, who has accumulated a little money, severs his connection with the railway, declaring "Henceforth I will be my own man." The rule is, through failure sometimes, but through the attraction of the unexplained magnet mostly, he is found again to be some one else's man working under authority, after paying to learn that the magnet is stronger than his newly found, but fleeting liberty. When weary and discouraged he often declares, "I will leave the business." When rested and under the glamour of the magnet he says, "I would not be anything but a railway man." Hence the proverb, "Once a railway man always a railway man." The exceptions do not disprove the proverb. If he fails as a merchant, a butcher, a baker, a farmer or banker, the fact "he was a railway man" is sufficient reason for failure in the minds of men of like calling who did not fail. If one in at housand succeeds in these callings, railway men who want to imitate them but dare not, cite him as proof that "a railway man can do something else." While in their own hearts they do not fully think so.

He may demit, withdraw, be dropped, or excluded from the calling in one place, but sooner or later, with a few exceptions unless age prevents, he is again enrolled as a railway man. What and where is the magnet? Soldiers leave the army and sailors the navy and enter callings successfully where railway men fail. It cannot be the desire to work under orders, for the soldier so works. It cannot be love of the perils and hardships encountered daily, for in other avenues he may find plenty to satisfy most men who crave excitement. It cannot be love for official discipline, for he is always willing and glad to be left alone. The maimed hand or lost limb of his comrade do not terrify him, being more or less of a fatalist, he "will not go before his time." If he loses a finger or two, when healed, in his crippled condition he resumes his calling, attracted by the magnet, seeming often about as proud of his "trade mark" as sorry at its reception.

Many engineers and conductors, having attained a competence, are urged by their families to leave the road and enjoy with them, without their daily risk, what they have. Often such promises are made. They make up their minds they will take this advice, putting the day so far in advance when they will take it, it is generally too late before the stipulated time arrives.

"I will run five, three, two or one year longer then resign," is said. During the allotted time he is paralyzed, disabled or killed, leaving friends to regretfully say "It was to be his last year, last month or last trip before leaving the road—when he promised to quit." He did not need and had not needed his pay for a long time. "Nate"

Norton, an engineer, had seen twenty years on the rail; he had earned his run on the fast mail by reliability, sobriety, nerve and successful work. When "Nate" was coming the mail would arrive on time if the wheels stayed under her. If a very heavy mail or bad night "Nate" was the man the conductor and all the crew desired to see coupled to them. "Nate" could pull them safely and on time if any one could.

On a stormy night the postal clerk would say, "Who is pulling us?"

"Nate."

"He's all right."

"Who is pulling No. 3 to-night?" says the superintendent.

"Nate," replies the dispatcher.

"All right. I'll go to bed and sleep securely."

"What engineer?" says the dispatcher to the operator reporting the departure of No. 3.

"Nate."

"I'm glad its 'Nate,'" says he to the "trick" man. "I feel easier with him on the mail such a night."

One stormy night "Nate" met his fate in the shape of a washed out culvert, tipped over and was caught in the wreck and taken out with a broken leg and four broken ribs. For his long and faithful service he was cared for during his illness and paid while recovering. When recovered did he want that run again? That was what he wanted, and all concerned wanted him to take it. Everyone was glad to have "Nate" back again. The first trip after resuming the run upon reaching the scene of the "washout" he slowed up and lost a few minutes. At every culvert on stormy nights he "slowed," and reliable "Nate" became unreliable "Nate," generally late, having lost his nerve through the accident. From being the idol of conductors, postal clerks, superintendent and dispatcher he became their dread, and not making time, was taken off the run.

Did he quit the road? No! the magnet attracted him. From mail to passenger, from passenger to freight he went until only a switching engine was his run. Yet he stayed, held by the magnet.

Tom Barker fell heir to \$30 000. He had run a passenger train twenty-five years. Some wondered why Tom had not made money enough to quit. He had a comfortable home, but could not live without work. Said, "he would like to quit, but could not afford to."

"Now you can quit, Tom," said his wife, when he received his legacy.

"Just a year more," said Tom. Every day she plead with him to quit. "Just a month more." "Just this trip. I have sent in my resignation to take effect at the end of this trip."

The next morning papers told of a wreck, and among the killed was Tom Barker, "making his last trip." Many such events have transpired. "Last trips" to be, were indeed "last trips." The magnet was responsible.

Railway men are, or they become, superstitious. They watch for omens to guide them, going out and coming in; for "a good time to lay off" or "a good time to quit." Never seeming to know when independent and with a whole, sound body is the time to quit, if able financially.

They may be bank presidents, merchants or mine owners in fact, but the fatal magnet still lures them away from bank stock, store and mine until too late to avail themselves of their justly earned reward, secured through hardships and exposure. "One more trip" says the magnet. One more too often proves the last. Where is it? What is it?

Some section men were relaying some steel on a bridge. Tongs to handle the steel more easily were furnished them. After placing a couple of the rails with the tongs, the foreman found them discarded and their hands taking the place of the tongs. When asked why the tongs were not used the reply was, "We rayther have our bread hooks."

So, too, it seems, when easier methods of living than railroading present themselves to the average railroad man, after trying them, they are discarded for the old way, which is unaccountable to those who never came beneath the spell of the railway magnet.

"Chicken Time."

"And now, with the first faint turning of the leaf begins the sportman's lawful days of honest pleasure. The lazy air of summer freshens with the first hint of burly, brave old autumn's advent, and fur and feather feel the magic of a month with an 'r' in it, and show new gloss and perfection. Now is the time for first long jaunts afield, for bracing nerve and flabby muscle for the work of the opened season, for running superfluous beef off lately neglected dogs, and truing their master's hands and eyes to their old-time unerring skill. Some shoot in August, despite sweltering heat and all attendant discomforts, but your true Nimrod wants naught of such unfair sport, even in territory where the law allows it. No bird is prime in August, and no good sir knight of the tapered tubes will care one rap for murdering immature birds, or old ones just recovering from the exhaustion of shedding an old garb of feathers and growing a new one. But with September conditions alter. The flapper of two weeks ago is growing strong of wing; the

ragged-looking ruffed grouse; a delapidated skulker in berry patches, now sports a bonny new garb and springs with roaring pinions in his favorite thicket, and snipe, cock and shore-birds are plump, well-feathered and fit to lie in peace within the yawning pockets of the old shooting coat. Upon the vast grass-reaches of the west, young chickens and sharp-tails have waxed strong and big, and learned the meaning and power of stout grouse's wings, and each and all are game worthy of the expert's craft. 'Tis true that the birds will be still better a month later, but the waiting is long for eager guns, and too much of the long agony of hope deferred chimes ill with the sportsman's mood; so let brave hearts and true fare keenly forth to levy toll upon the ripened broods and enjoy the dear-loved pleasure of seeing stanch dog at work again."—ED. W. SANDYS in *Outing for September*.

THE STORY OF A SWORD,

With a Happy Sequel that Reaches to Atlanta.

The following clipping in relation to an incident of the late unpleasantness is taken from an Atlanta paper of May 28. Bro. Raworth is an old member of Atlanta Division No. 180.

The incident referred to is one that took place on one of the islands near Charleston, S. C., in 1864, when ex-Gov. Hoyt, then colonel of the Union forces landing, was captured by Bro. Raworth, who was then a lieutenant, C. S. A.:

"A pleasant incident showing the kindly feeling which the south entertains for the boys who wore the blue, recently transpired in which Lieutenant G. F. Raworth, now of this city, but formerly of Augusta, was the principal on one side. In the late civil war a sword was captured by Lieutenant Raworth from Colonel Hoyt, of the Fifty-second Pennsylvania volunteers. About three weeks ago Mr. Raworth, being anxious to return the sword, was advised to write to ex Gov. Hoyt, at Harrisburg, Pa., which he did. In a few days he received the following reply:

"Your letter meant for Colonel Hoyt, of the Fifty-second (Pennsylvania) volunteers, reached me. I am the Colonel Hoyt of whom you are in quest and your letter stirs my sensibilities in a way I cannot express. I am gratified to know that you are the confederate officer to whom I handed my sword and belt on the occasion of the unfortunate attempt on Fort Johnson, S. C. July 3, 1864. The articles were perfectly fair capture in war. I gladly accept your magnificent offer to return them to me. I hope a day may come when I shall meet you face to face, with hands outstretched in amity. I, myself, am a physical

wreck, but the day may come when we shall meet again here on earth, and I shall have the pleasure of meeting a brave and magnanimous soldier and man."

Mr. Raworth then sent the sword, etc., and received the following acknowledgement.

"Lieutent G. F. Raworth—Dear Sir: The express package, with the accoutrements, came duly to hand. The return of the sword was very grateful to me, not on account of the intrinsic value, but on account of the evidence, which your act gives, that the state of hostility not only between us, but among all the citizens of our common country, has now ceased.

"It is impossible to conceive now, that the time ever could have been, when we had the hostile intent toward each other, which the days of 1864 show were possible between us. I therefore accept the reminder of the war profoundly conscious that there was never any cause of enmity between us personally. All my friends speak in high terms of your magnanimity and considerate patriotism in thus overlooking the past, which was, perhaps, bitter enough. I trust the balance of your days will be crowned with peace and prosperity, and that you may never regret this act of generosity which of course has a great significance to me.

"Wishing you peace and the fruits of a conscious approval of your generosity. I am very truly, your sincere friend,
H. M. HOYT."

The Relations of Labor and Capital.

It does not require a prophetic vision to see that the present strained and uncertain condition, especially now existing between labor and capital, indicates that in the near future the contest will increase in activity to a harmful end; not alone to each party, but to the country. In reviewing the history of these relations for the last twenty years, by unprjudiced, attentive and thoughtful observation, of the changed relations of the contending parties during the period mentioned; some solution, some kind of a plan for settlement some one should now be able to suggest. It is high time that the contest ends. The plans proposed have not been found adequate; they are wanting in the elements that ensures success. In my opinion, each and every method proposed has been in some manner opposed to the wise and beneficent laws governing the actions of men.

The cause which produced and is still producing the disturbance in question lies far deeper and behind any incident that appears upon the surface, and which is cited as the cause. Whether man's creation was the great finishing stroke in creative wisdom, or whether he is the result of

gradual gradation, it matters not. The immutable laws governing his mental action is fixed and unchanged. He goes forward and upward in ratio to his proper supply of physical and mental food, his opportunities and social relations; he goes backward and downwards in similar ratio of speed as he is more or less deprived of these. Oppress a nation, or an individual, take from them their mental or moral growth, degeneration follows, as shown by the present emigrants from Italy, where once their sires were distinguished in arts and sciences in their land of sun-light, music and flowers. Look at the army of worthless tramps. Once the most of them were active laborers; discouragement, want and distress, pushed them back in the line of retrogradation, and now the woods are full of them, and the largest number cannot rise above their present position. When a boy a tramp was rare enough to excite curiosity. The rule applied to this vagabond race is work or starve, little thinking or knowing that God so constructed man's brain that he goes down beyond his own power to rally when he is crushed. Kind Heaven furnished woman with more gray matter in her brain and she rallies better than man; when all is lost and hope is gone, she keeps boarders and he carves the meat. Labor in this country is stimulated to desire and demand better pay than elsewhere. The American laborer has the same intuition to advance as others, and added to this the inborn sentiment that labor here is dignified, respected, and every workman possesses the royal title of a free man, with opportunities for advancement. He loves the song and music of "Inalienable Rights," "Land of the Free and Home of the Brave."

After the war this country increased in wealth far greater and more rapidly than any other country has in the same time. This increase of wealth and capital rapidly increased the expense of its owners to maintain and support the demands of their new social relation. This relation increased in a measured degree the expense of workmen, and required larger pay for their service. In the general prosperity of the country labor imbibed its share of national and international pride to have the laborer's family fed, sheltered and clothed in a manner that they could enjoy physical comfort, their children wear such clothes at school as would prevent their suffering, and heartaches from derisions and slurs by schoolmates. Workmen possessed the natural loving desire and creditable pride to see their wives clothed so as to present a respectable appearance in church and at social gatherings. Labor desired to preserve the dignity it had inherited, and give to its coming representatives an education to qualify them, when men, to exercise in-

telligently the right of suffrage. In short, labor wanted its own fair share. Capital thought it could not afford to give this and considered labor's demands usurious and extravagant. The natural fixed law of nature tends to impel an accumulator of money to become close and penurious. He possesses the same pride, love and desires as the workman to maintain his family in their expensive social relations, and the two causes combined with man's inordinate desire to gain and retain position and wealth were and are the cause of the contest between labor and capital. These last mentioned inclinations of capitalists are not in every respect a fault, nor can they of their own volition fully remedy them. It is a part of man's nature. Once I knew of a divine punishing his child for his answer to the question in the catechism, "What is the chief end of man?" "To keep what he has and get all he can." From the study I have made of the force of nature's rules, it may be the questioner better deserved the thrashing.

Prior to 1870, labor had by adjustment and persuasion (save in a few instances) endeavored to secure its claims without success. It then formed unions and organizations to increase its power by united action. These bodies renewed the demand and stated in plain figures its requirements. They in turn were refused, and since more than 25 000 strikes, lockouts and boycotts have occurred, costing in wages alone more than \$150,000,000, and a corresponding loss to employers and general business of the country. For a long time labor secured by strikes and boycotts, in the majority of instances, concessions and increase of pay and less daily laboring hours. Strikes, boycotts and lockouts are wrong in principle and harmful in results. Their gain has cost immeasurable grief and suffering, loss of position, demoralization of good men, husbands and fathers, riots, destruction of property, military interference, and increase in the passion of the contestants, and widened the gap between them. Here as in other instances, good has grown from evil. Strikes are educators. They have brought workmen more in contact, thereby increasing their mental capacity by such associations, and have stimulated laborers to more general reading and thinking. For more than ten years this general contest has been going on, causing untold loss, sorrow and suffering, and the vexed question is no nearer a settlement than it was at the beginning. To win the battle labor has been active; it has by reason, love and force, crowded its representatives into unions; it has adopted insurance, charity and gifts to retain its members. For a long time capital fought against the right of men to demand and fix the price of their labor; little by little it

lost ground, until employers saw a change in their tactics was necessary to success. Capital put aside the war of principle and adopted a war for destruction of labor unions and organizations; it recognized the necessity to crush out and break down combined labor and deal alone with individuals. In its humanity it knew and felt the power and force of created want and distress; it saw that when workmen were forced to an inability to furnish food for their own and their loved ones, sympathy and kindness for those dependant upon them were stronger ties than union pledges. This is the present line held by capital in the contest. Your readers know better than I, the railroad, trusts and combinations that have shown by their front what course they will hereafter follow.

Can labor by its present methods stand up against such a combination? Or must it fall in its efforts, not only lose all it has gained, but sink downwards and backwards? These questions labor must answer. The strong and rich organizations of labor, who have had least strikes, may feel secure in their position. But in all wars the weaker first falls, the strongest trembles in its turn, for at last the very strongest becomes the weakest. Every citizen is interested, directly or indirectly, in the results of the contest. Every person in this country is more or less anxious to have the relations settled for security of future peace.

How shall it be settled is the inquiry? Co-operation, equal ownership of lands and properties, voluntary arbitration and socialism have all been proposed and found wanting. Because they do not include "the survival of the fittest," which is true with men, nations and people. Some one will "survive" to purchase the other's interest, and these plans will be found to be inoperative. As I view the matter, the good and intelligence of the people, and the security of the republic, demand that labor receive its just and equitable value. It cannot safely make any concessions without injury and partial degradation to the large mass of citizens. All concessions must be from the opposite side; but this will never be made voluntarily. If made by brute force and resort to arms, capital and labor tumbles together into a pit of destruction. Labor from good reasons of its own has heretofore avoided the political arena. These reasons no longer exist, and there is no other method left for labor to secure its just claims. Employés constitute 75 per cent of all the voters in this country; these men are loyal; they cannot leave the country in time of its danger as can capitalists. Of all citizens they are the most interested in the peace and perpetuity of the government; they desire no radical change to secure their ends, all that is wanted is the enactment of

laws by which the controversy will be settled without doing injury or wrong to a single member of either party. In the legal and peaceful pursuit of this purpose, earnest labor need not violate the constitution or any law of the country. The past and present political organizations who were or are in opposition to the dominant parties have proposed such radical, and impractical changes that the people have not and will not give them much support. Labor has carried on a war against capital until no hope of success remains. It has pleaded in legislative halls for legal assistance, and received nothing in turn but broken promises; now, it must submit to future defeated struggles or with a three fourths majority assume political power. The assumption will require time and patience to educate working men to the practicability of such a plan. If begun and it fails, the failure will be due to discord among unions and the jealousy and ambition of their leaders. I know that an effort to solve the problem of the just relations of capital and labor, will be met with the statement "that all plans have failed and it is presumptuous to introduce another." Still, as I view the subject, there is a very simple plan to adopt, consisting in labor uniting to elect law-makers, to enact laws.

First. To reduce the assumed value corporations, trusts and other capital combines have added to their value, and make a correct estimate of interest and dividends.

Second. To reduce interest to the market value of money, now 3 per cent.

Third. A legally appointed board of arbitrators, with full power to act.

Fourth. The limitation of immigration to an extent that it shall not reduce the value of labor or furnish capital with the means of oppressing it. Here is something tangible and fixed. No change is proposed in the wise management of the government, no interruption of business, and more than 85 per cent of the whole people will admit it is just to reduce the fictitious value of incorporate capital. England reduces it when there is a failure to pay a fair dividend. I can mention two incorporations in or near Cleveland that are paying dividends on about fifty times their cost. They, like other corporations, annually set aside necessary amounts for paying dividends and large salaries, and labor must rest content with the balance. The adjustment of valuation is easy, and no friction need occur here. The regulation of interest and modification of immigration all agree should be done.

A legal arbitration has been agreed upon in

New South Wales, practically adopted among skilled workmen in West England, and has so far interested the legislatures of four states here as to cause an imperfect authority to be vested in labor commissions.

How can such a plan be brought into existence? By even a few unions calling a congressional convention, having prepared a simple platform; such a convention will put in nomination a proper candidate. Here will be a focus around which labor will concentrate, and in time unite. Here capital will raise all possible objections and receive answers which time will prove to be just and satisfactory. Cleveland held the first national convention demanding the abolishment of human slavery, it can add to its reputation by being the beginning of a movement to peacefully settle the vexed question legally and prevent a certain coming danger if not settled.

In a few years such a party would have at least the large majority of working men, and nearly all of the learned professions, men of science and letters. I have studied all objections that can be raised against the plan, considered the difficulties in uniting labor, anticipated the hot speed of politicians of other parties in the race of the old to be united with the new; but in a single article can only hint at a well digested method. If I have introduced an idea, a thought that will cause your readers to wish to know more of the plan, it is at your disposal.

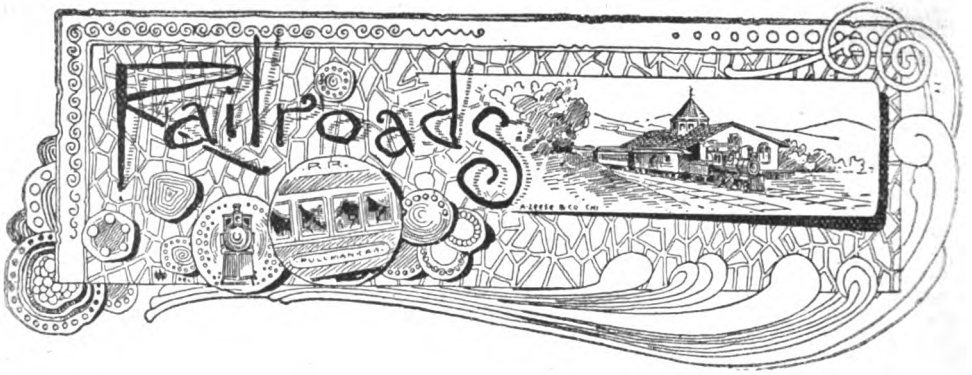
S. R. BECKWITH, M. D.,

New York.

'Twill Come of Use.

Archie MacLane, a thrifty Scott,
Who many a coin by saving got,
Picked up a string the other day,
And stored it carefully away.
Then, chancing smile of mine to see,
Said, in his Lallans speech to me:
"Whate'er ye fin' an' c'anna use,
Bestow it safe, an' dinna lose;
For though ye keep it mony a year,
'Twill come in handy, hae na fear."
A lesson wise, of use to each,
Let honest Archie's practice teach;
For know that perfect learning springs
From well remembered little things.
In gaining knowledge, one and all
Should slight no fact, however small;
But stow it in your head away,
All ready for another day;
And though you keep it many a year,
'Twill come of service—never fear.

—Selected.



Notes on the German Railroads.

It seemed to me as if I got into Germany on stepping on board the Norddeutscher Lloyd steamer *Ems* at Hoboken. She was manned from bridge to fore-castle by Germans, many of them unable to speak a word of English; the signs and notices were printed in German and the cooking was German, while charges were all in marks instead of dollars.

Of course I went into the engine room and stoke hole—they couldn't have kept me out with a gun. The *Ems* is eight years old and is fitted with compound engines, one high pressure cylinder in the center and two low-pressure cylinders, one on either side. I did know the diameter of these cylinders in meters, but cannot tell it exactly. I should say the high-pressure was about 40 inches in diameter and the lows 56 and 70 respectively, all with a stroke of 42 inches.

There were four boilers about 18 feet in diameter, but very short, with three furnaces in each end.

The pressure gauges were numbered 1, 2, 3, 4, 5, 6, 7, and pressure was at 6, which meant 90 pounds, the gauges being figured for atmospheres, 14.7 pounds, practically 15.

The engines were started at Hoboken on Saturday morning at 7:30 o'clock, and were not slowed down or stopped until we reached Southampton, England, a week from the next Sunday. They had made over 700,000 revolutions and the *Ems* had covered about 390 miles a day—which in going eastward is less than twenty-four hours by some thirty-six minutes, as you go toward the sun.

I shall not attempt to describe the engine room, it is simply a labyrinth of machinery for almost every conceivable service, water works, lights, fire, drainage, hoisting, cooling, etc. An ocean steamship can only be likened to a village afloat—a village of 1,500 inhabitants.

The engineers do not get half as good pay as

locomotive runners and the firemen get about half what men on locomotives in the United States do.

But I started to tell something about the German roads. Well, there are some things to admire and others that wouldn't suit the restless American public at all.

In the first place the most of them are owned by the government and they are conducted in military style, every last man wears a uniform, even the section men; you won't find any engine men there with overclothes on. There are about three times as many men around as you will find in America. There are no baggage checks and large numbers of "grip packers," as the Americans call them, are around to lug baggage, for which you are expected to *tip*; in fact tipping is the principal exercise foreigners are expected to indulge in.

The station-master wears a red cap and a blue suit with red trimmings, gorgeous shoulder straps, braid, etc.; the train crews, engineers and firemen as well, wear blue suits trimmed with red, with the brass insignia of railway service, two wings and a wheel, on the collar and cap.

The cars are compartment affairs with the doors on the sides. There are four classes, first for blooded people and tourists, $33\frac{1}{3}$ per cent higher than second class and little better. The best German people ride second class—I went with the best. The third class is cheaper, but has seats without cushions, while the fourth class cars have no seats, and fifteen to twenty persons are crowded into a section; yet they are always full.

The train crew—brakemen—collect the tickets before you start. The conductor is distinguished from the crew by a red leather bag, with a shoulder strap of the same material.

You have bought your ticket, tipped your porter and got into a compartment marked "Nicht Rauche," which means no smoking. The gaffer has punched your ticket and closed the door, all the others are closed, the trainmen salute the con-

ductor, he salutes the station-master, a porter rings a bell on the platform, the station-master swells out his chest and whistles on a little dingus hanging to his uniform, the conductor whistles on a similar concern, the engine gives a short little screech and you are off—on a German railroad. Every street and road-crossing, no matter how remote, has a gate and a guard in uniform, and as the train passes each man comes to a salute position with his flagstaff used as a gun.

The section buildings are very much superior to the best of ours. They are far longer and have facilities for getting from one platform to another without crossing any tracks.

The platforms are spacious, the waiting rooms large and all accommodations clean and good; the buildings are of stone or brick, handsomely ornamented and are built to stay; all the permanent way is the same, heavy and substantial.

The photographic reproduction of the station at Frankfort-on-the-Main shows one of these buildings for a moderate sized city. There are three immense train sheds of iron and glass, with an elegant station in front of them. On all station platforms in Germany clocks are placed to face each way, and on many of them the difference between official, or railroad time, and local time, is given. Thus at Bremen, where we landed, the station clocks were marked on the face + 24m., which means that the railroad time is twenty-four minutes ahead of local time. The picture of the Frankfort station was taken before the carriage drive in front was finished.

The railroad bridge at Cologne is a sample of this permanent kind of work. The noted cathedral is shown in the background. This bridge crosses the Rhine. Another handsome piece of steel is the Rhine bridge at Coblenz, while the bridge at Mainz is fully as good.

Cologne was once a walled city, the original walls having been built by the Romans in the twelfth century. These walls have been taken down and parks made in their places, but the historic old gates have been left as monuments. Through one of these, the "Hahnen Thor," a railroad enters the city. I couldn't get a picture with a locomotive in it, but here is the gate.

As I sat looking at it I dreamily imagined it peopled and guarded again by Cæsar's soldiers, with their zinc undershirts, wire socks, battle-axes and two-handed swords, and I wondered how many of 'em would shed their tin overclothes and try to climb those little trees if one of those modern Dutch locomotives made a dive for that gate with her pop up and whistle open.

It is seldom that passenger trains are late in Germany; they run only about twenty-five miles per hour, but they are very regular. On top and

at the ends of the coaches there are little coops for the train crew, where they can see over the train. These little houses are found perched upon all kinds of cars, even four-wheeled coal cars, but only on cars having brakes. About one in eight freight cars have brakes, the rest are entirely unprotected in this way, and in every large yard you will find men with large clubs employed in stopping these cars by putting the club in front of the wheels.

Cars are mostly four and six-wheeled, but some American four-wheeled truck cars are being introduced; these have very heavy iron trucks and I section side beams.

All cars have an immense spring buffer at each corner and are coupled together by a couple of links on hooks. Between these links there is an inch and a-half square threaded bolt, one end right, the other left, and from the center of it projects a handle with a weight on it; the slack is taken up with this before starting.

About ten six-wheeled carriages seems to be an average passenger train. These cars seat thirty-four passengers and weigh nearly 800 pounds per passenger.

The car wheels are always of wrought iron, 38 and 40 inches, and the pedestal jaws are long and light, the bearing on each side of the box being but one inch wide.

The Carpenter air-brake, which has been applied to upwards of 2,500 engines and 10,000 cars, is now being taken off, and the Westinghouse applied. It is claimed that the Carpenter brake was not reliable and produced destructive shocks.

The engines are generally four coupled with a single pair of leading wheels. They are not large engines and seem to have rather an easy job of it—I did not see a thirty-car train of freight in Germany.

The cabs are short iron ones without side windows. The injectors are on the boiler-head and the door handle is on the hinge side of the door and is placed on an extension of the hinge-pin so that it is about twelve inches above the door and can be reached without stooping down.

Screw reverse is used, and the throttle is a grindstone crank that is opened by shoving it from you. This has one advantage over the American plug, and that is that it is handled easily and will stay where you put it without a latch.

There is no provision at all for the crew to sit down, but on one engine I was on the engineer had a little iron three-legged stool with a round seat of wood; he sat on this in the tank gangway.

The tenders have iron boxes in each head and the water space is under the coal pit, so that coal is shoveled from about knee high.

There are no bells used on German engines, but they have two whistles.

Great care is taken of oil; the fireman does the oiling, and when a long stop or lay-over is reached he pulls the wool feeders out of all the truck and driving-wheel boxes and those on the tank; when they start he goes around and sticks them all in again. Truck and car boxes are small. The top of the box is but large enough to hold the brass and carry the spring above it. The cellar is the largest part of the box and can be taken off, exposing the lower half of the journal, without any trouble, generally by loosening one screw.

Every freight car is marked with its weight, length between end axles, load capacity in kilos, age, etc., and has in addition the number of horses and the number of men it can carry in case of war—usually six horses or forty men.

Perhaps two-thirds of the goods shipped are loaded in open cars with sides about three feet high. This car is piled full of some commodity and then a large tarpaulin is tied over it. This canvas is numbered the same as the car. This variation in load makes it impossible to get over a freight train and calls for a load gauge. These are frames built over the tracks at all important stations with iron pieces hanging down from the top and hinged from the sides. If a load touches one of these irons it is too big and can't go. The largest cars carry fifteen tons and from that down to six tons.

The engines carry the clumsiest looking jacks I ever saw; they have wooden sides and the bar has teeth instead of a screw; the head is lifted by a crank.

Copper fireboxes and brick arches are universally used, while open stacks, short froths and high nozzles are the rule.

Machinists in the shops get about $4\frac{1}{2}$ marks a day, a mark being equal to 24 cents of our money. Engineers get 1,800 marks the first year, which is increased to 2,100 the third; this is the highest pay, but the men make premium money on oil and fuel, which amounts to considerable—one engineer told me that he made 3,400 marks last year on a favorable run. They have free doctor, hospital service and a pension when disabled or old, the same as soldiers, and there is a permanence to their positions that is at least encouraging.

There are very many details of the engines and shops that I have gathered, with the camera and otherwise, which I shall give to the readers of *Locomotive Engineering* when I get back to the land of the stars and stripes.—*John A. Hill, in Locomotive Engineering.*

President Roberts on Government Control of Railways.

On January 12th the Contemporary Club of this city listened to a discussion of the question, "The Railroads and the Public," by the following gentlemen: Hon. George G. Crocker, of the Massachusetts Railroad Commission; Joseph D. Potts, formerly of the Empire Transportation Company; Joseph S. Harris, President of the Lehigh Navigation Company, and George B. Roberts, President of the Pennsylvania Railroad Company. Mr. Crocker opened the discussion by a review of railway history in the United States, and dwelt on the relation borne by railways to the public welfare, declaring control on the part of the Government to be undesirable.

Under Postmaster General Wanamaker, who, in executive ability, has few equals, Mr. Crocker stated there are 60,000 postmasters with 150,000 employes. The capital required to conduct the business of the department represents about one dollar for each inhabitant of the United States, and the receipts last year were \$46,000,000. In the United States there are 160,000 miles of railroad tracks, with about 60,000 railroad stations and 1,000,000 cars. The capital represented is ten billions of dollars, or \$160 for each person in the Union. In the employ of the 1,700 different companies, operated by about 400 corporations, there are 750,000 men, and if there were as many men per mile of road as there are in Germany, the number would exceed 1,000,000. Last year 500,000,000 passengers were carried an average distance of 24 miles for each person, and 600,000,000 tons of freight were transported an average distance of 124 miles. The receipts last year were \$1,000,000,000, or twenty times as much as those of the Post-Office Department.

Messrs. Potts and Harris also regarded Government control as objectionable. The concluding address was made by Mr. Roberts, who pronounced the theory of Government control to be absolutely absurd. He did not believe that any man, no matter what laws might be passed, could manage the entire transportation business of the Union. He could, however, see plainly enough that the railways, worked by unscrupulous politicians, might be injurious to the public welfare. The long service of veteran railway employes was effectually contrasted with the uncertain tenure of those in government employ. "in railroad management," Mr. Roberts stated, "the rules of true civil service reform first applied to the president and board of managers, and then down to the common laborer on the road, whereas in the pub-

lic service it usually begins with the clerks and stops before going much further."

It is well that a railway president should state, before a body like the Contemporary Club, facts that are often ignored by civil service reformers. Should the control of the railways pass into the hands of the Government, the patronage of the administration would be greatly increased. From the past and present it is easy to tell the result should this experiment be tried in the future. Several commonwealths have discovered the operation of public works to be inefficient and costly. From the old communities of Europe and the newly-settled regions of Australia comes strong evidence that government railways are often gross failures, and at best only partial successes. The countries where governmental control is most firmly established are countries where military conditions outweigh commercial conditions, where a thriving town is passed over to obtain communication with a lonely fortress. New York's canals have been a topic of discussion for many years, and grave charges have been brought against the management. In Ohio, Governor McKinley says in his inaugural that "the canals have been preyed upon and allowed to go to ruin and now every succeeding legislature refuses to appropriate enough money to put them in proper condition. The question does not involve appropriations alone, but the modernization of public waterways. Not only experts, but the public at large, have arrived at the conclusion that if the canals are to be continued there must be some well-matured plan for their improvement in the interest of cheap and better transportation." The Governor's evident reluctance to see the State abandon her canals does not prevent him from emphasizing the bad management of the past. He asserts that "the canal system of Ohio is a rich heritage to the State which has been largely squandered. It is time to call a halt to the policy of disposing of the people's property without adequate compensation."

From other portions of the inaugural it is plain that a strong sentiment favors the relinquishment of the franchises appertaining to the Miami and Erie Canal and the Ohio Canal. Accepting the Governor as authority, the management of the Ohio canals has not been the brightest page in the Buckeye archives. Like testimony comes from every country and State that has tried to control important public works. Oftentimes the history of such undertakings might be summed up in two words — partisanship and peculation. When the throngs of men employed, and the vast amount of wages to be paid are considered, no one need be surprised that political workers

think government control of railways and canals a sound policy—at least when their party is likely to distribute the patronage.

There is, however, cause for surprise when those who label themselves civil-service reformers argue for a policy that inevitably strengthens the spoilsmen. No one with the slightest knowledge of American history is unaware that government buildings and navy yards have been used as cogs and wheels in political machines. Federal, state and municipal administrations have repeatedly used patronage as a means to an end, and that end was not the well-being of the public, but success at the polls. Every artist of the American press has called attention to the number of additional workmen engaged shortly before election. Yet men who bewail the fact that clerks and postmasters have been appointed for partisan reasons, ceaselessly advocate a policy that would multiply the number of appointees and lessen the number of unbiased voters. The straightforward argument of Mr. Roberts should be studied by men like Hale and Bellamy. Place the vast army of railway employes at the mercy of influential politicians and there would be little chance for civil-service reform.—*Railway World*.

SCHEDULE OF WAGES.

East Tennessee, Virginia & Georgia Railway,
Knoxville & Ohio Railroad, Memphis &
Charleston Railroad and Mobile &
Birmingham Railway.

Commencing December 15, 1891, until further notice, the following regulations will govern the conductors of the above companies:

SECTION I.

All through passenger conductors will be paid \$110 per month.

SECTION II.

All local freight conductors shall be paid \$90 per month, and crews assigned as at present date.

SECTION III.

Sunday or extra work done by local crews, shall be paid extra at regular rates for such service.

SECTION IV.

No more through freight conductors than are necessary to conduct the business in a proper manner shall be employed. When conductors are not making fair wages, the superintendent's attention shall be called to the matter, and if not corrected, the same shall be referred to the general officers. The younger conductors shall be taken off first, and shall be allowed to drop back as oldest brakemen.

SECTION V.

All conductors doing work other than their

regular runs shall be paid extra for such service, at regular rate of pay. This does not apply to branch conductors making extra trips on the branches.

SECTION VI.

No conductor shall be required by the railroad company to give bond for handling mail, baggage or express, unless he is paid extra for such work.

SECTION VII.

Delayed time will not be allowed until the schedule time of the train shall have been exceeded by two hours. When the schedule time has been exceeded by two hours, and less than two hours and thirty minutes, two hours will be allowed. If exceeded by two hours and thirty minutes, three hours will be allowed, and all fractional parts in excess of thirty minutes shall be counted one hour.

SECTION VIII.

Thirty cents per hour to be paid for all delayed time as per section 7.

SECTION IX.

In computing overtime for extra freight trains, the average time of the longest and shortest through freight schedule of the division on which the extra is run shall be taken.

SECTION X.

If a conductor is called and for any reason other than his own action does not go out, he will be paid thirty cents an hour for the time so held, and will retain his rights to first run out, except where crews are assigned to regular runs.

SECTION XI.

Conductors will be notified when time is not allowed as per their time ticket.

SECTION XII.

Conductors reporting for duty (after being off) shall register on the train register, and take their turn out as they appear on said register, unless their crew had been run by extra man, when they will take his turn out.

SECTION XIII.

Conductors not assigned to regular runs shall run first in, first out, on their respective divisions.

SECTION XIV.

The oldest conductor in service shall be given choice of runs and stand in line of promotion, in accordance with time card rule 7, subject to decision of general officers, in case of difference of opinions.

SECTION XV.

Conductors shall not be required to wait over thirty minutes at terminal stations, where conductors are required to check seals, for clerk to check and sign seal report; if so, delayed time shall be paid.

SECTION XVI.

Conductors voluntarily transferring from one division to another shall stand as new men.

SECTION XVII.

Conductors living within one mile of the yard office shall be called, as near as practicable, one hour before leaving time of their respective runs. The caller shall be provided with a book in which conductors will sign their names and time called.

SECTION XVIII.

Conductor's time shall commence when they register for duty in a book provided for that purpose.

SECTION XIX.

Conductors attending court, or legal investigations, as witnesses, shall be paid \$3 50 per day and expenses; the company being entitled to witnesses' certificates.

SECTION XX.

No conductor shall be required to pay a fine for any accident or for any short or damaged freight, unless he so desires.

SECTION XXI.

No conductor will be required to pay for lamps, equipment or supplies of any kind. Conductors agree to take the best possible care of all equipment and supplies furnished them.

SECTION XXII.

Conductors deadheading with caboose shall be paid the regular rates of pay. If deadheading to any point to take charge of a train, they shall be paid the regular rate of pay of the run taken charge of, and continue that rate until they are returned to their respective runs.

SECTION XXIII.

There shall be a conductor with all light engines run over the road, except in case of emergency. This does not apply to the pay car engine.

SECTION XXIV.

Freight conductors will not be required to wear caps or uniforms, but will wear a badge furnished by the company.

SECTION XXV.

As far as practicable all short cars shall be switched in station order and in front of train; all open cars switched together; loads in front, and sufficient number of cars with good brakes, to control the train, placed in the rear; such switching to be done by yard crews.

SECTION XXVI.

In case of accident, the conductor shall only procure the signatures of the crew to accident report, except in case of personal injury; such report to be left at proper office for other signatures desired.

SECTION XXVII.

No conductor relieved shall be suspended or discharged until after a thorough investigation; all evidence shall be reduced to writing and taken in the presence of a conductor of his choice. If acquitted he shall be paid all time lost. If discharged he shall be paid for time in excess of five days required for investigation.

SECTION XXVIII.

The division superintendent shall preside over all investigating boards, when practicable, but no conductor shall be discharged until the superintendent has examined all the evidence in the case.

SECTION XXIX.

Any conductor has the right to appeal from the decision of the division officer to the general officers, except dismissal for drunkenness.

SECTION XXX.

It is further agreed that in case this agreement is violated by any party affected by it, instant notice shall be given to the superintendent of the division within whose jurisdiction such violation occurred; said superintendent shall immediately take all requisite proceedings and make all necessary orders to correct the violation or failure of compliance, so as to enforce at all times strict performance of this agreement.

SECTION XXXI.

Complaints of violation of this agreement not presented to superintendent within thirty days of the occurrence will not be considered.

W. A. VAUGHAN,
General Superintendent.

G. W. EVENS,
Chairman Conductors' Committee.

Knoxville, Dec. 12, 1891.

RICHMOND AND DANVILLE RAILROAD COMPANY.

Schedule of Pay for Train Conductors on the Richmond and Danville Railroad and Leased Lines taking effect November 1st, 1891.

PASSENGER.

Straight trip between Washington, D. C., and Orange, Va., \$1.82.

Straight trip between Washington, D. C., and Lynchburg, Va., \$3.29.

Straight trip between Washington, D. C., and Danville, Va., \$4.94.

Straight trip between Washington, D. C., and Strasburg, Va., \$1.73.

Straight trip between Washington, D. C., and Round Hill, Va., \$1.05.

Straight trip between Washington, D. C., and Leesburg, Va., 81 cents.

Straight trip between Richmond, Va., and Charlotte, N. C., \$4.94.

Straight trip between Charlotte, N. C., and Atlanta, Ga., \$4.94.

Straight trip between Atlanta, Ga., and Lula, Ga., \$1.63.

Straight trip between Lula, Ga., and Athens, Ga., 67 cents.

Straight trip between Lula, Ga., and Macon, Ga., \$2.46.

Straight trip between Atlanta, Ga., and Birmingham, Ala., \$3.29.

Straight trip between Birmingham, Ala. and Greenville, Miss., \$4.94.

Straight trip between Birmingham, Ala. and Columbus, Ga., \$3.29.

Straight trip between Salisbury, N. C., and Paint Rock, N. C., \$3.13.

Straight trip between Asheville, N. C., and Spartanburg, S. C., \$1.57.

Straight trip between Columbia, S. C., and Paint Rock, N. C., \$3.13.

Straight trip between Charlotte, N. C., and Augusta, Ga., \$2.96.

Straight trip between Lancaster, S. C., and Lenoir, N. C., \$2.50.

Straight trip between Columbia, S. C., and Greenville, S. C., \$3.26.

Straight trip between Columbia, S. C., and Laurens, S. C., \$1.63.

Straight trip between Prosperity, S. C., and Anderson, S. C., \$1.63.

Straight trip between Walhalla, S. C., and Greenville, S. C., \$1.63.

Straight trip between Danville, Va., and Charlotte, N. C., \$3.00.

Round trip between Danville, Va., and Charlotte, N. C., \$5.00.

Straight trip between Washington, D. C., and Charlotte, N. C., on vestibule limited, \$4.94.

Straight trip between Charlotte, N. C., and Atlanta, Ga., vestibule limited, \$3.29.

Between Greensboro, N. C., and Goldsboro, N. C., \$85.00 per month.

Between Raleigh, N. C., and Keyville, Va., and between Raleigh, N. C., and Goldsboro, N. C., \$85.00 per month.

Between Richmond, Va., and West Point, Va., \$75.00 per month.

Between Richmond, Va., and Amelia C. H., Va., \$70.00.

Between Greensboro, N. C., and Winston-Salem, N. C., \$90.00 per month.

Between Atlanta, Ga., and Tallapoosa, Ga., \$95.00 per month.

Between Birmingham, Ala., and Anniston, Ala., \$95.00 per month.

Between Winona, Miss., and Greenville, Miss.,
\$95.00 per month.

LOCAL FREIGHTS.

Between Alexandria, Va., and Orange, Va.,
\$80.00 per month.

Between Orange, Va., and Lynchburg, Va.,
\$80.00 per month.

Between Lynchburg, Va., and Danville, Va.,
\$80.00 per month.

Between Alexandria, Va., and Strasburg, Va.,
\$75.00 per month.

Between Alexandria, Va., and Round Hill, Va.,
\$2.08 per mile.

Between Richmond, Va., and West Point, Va.,
\$75.00 per month.

Between Richmond, Va., and Clover, Va.,
\$80.00 per month.

Between Clover, Va., and Greensboro, N. C.,
\$80.00 per month.

Between Greensboro, N. C., and Charlotte, N. C.,
\$80.00 per month.

Between Greensboro, N. C., and Raleigh, N. C.,
\$70.00.

On the Oxford and Clarksville Railway, \$65 00
per month.

Between Charlotte, N. C., and Greens, S. C.,
\$80.00 per month.

Between Greens, S. C., and Toccoa, Ga., \$80.00
per month.

Between Toccoa, Ga., and Atlanta, Ga., \$80.00
per month.

Between Lulu, Ga., and Macon, Ga., \$70.00
per month.

Between Salisbury, N. C., and Asheville, N. C.,
\$80.00 per month.

Between Ashville, N. C., and Bryson City, N. C.,
\$75.00 per month.

Between Spartanburg, S. C., and Paint Rock, N. C.,
\$80.00 per month.

Between Asheville, N. C., and Paint Rock, N. C.,
\$80 00 per month.

Straight trip between Charlotte, N. C., and
Columbia, S. C., \$2.88.

Straight trip between Columbia, S. C., and
Augusta, Ga., \$2.88.

Straight trip between Chester, S. C., and
Lenoir, N. C., \$2 31.

Straight trip between Columbia, S. C., and
Hodges, S. C., \$2.88.

Straight trip between Walhalla, S. C., and
Greenville, S. C., \$2.88.

Straight trip between Alston, S. C., and Spar-
tanburg, S. C., \$1.44.

Straight trip between Newbury, S. C., and
Laurens, S. C., \$1.25.

Straight trip between Atlanta, Ga., and Heflin,
Ala., \$3.25.

Straight trip between Heflin, Ala., and Bir-
mingham, Ala., \$3 25.

Straight trip between Birmingham, Ala., and
Columbus, Miss., \$4.89.

Straight trip between Columbus, Miss., and
Winona, Miss., \$3 50.

Straight trip between Winona, Miss., and
Greenville, Miss., \$3 50.

Round trip between Birmingham, Ala., and
Childersburg, Ala., \$3.25.

Straight trip between Childersburg, Ala., and
Columbus, Ga., \$4.89.

THROUGH FREIGHTS.

Between Alexandria, Va., and Greenville, Miss.,
\$2.08 per mile.

Between Manassas, Va., and Strasburg, Va.,
\$2.08 per mile.

Between Richmond, Va., and Danville, Va.,
\$2 08 per mile.

Between Birmingham, Ala., and Columbus,
Ga., \$2.08 per mile.

Between Salisbury, N. C., and Paint Rock, N. C.,
\$2.08 per mile.

Between Richmond, Va., and West Point, Va.,
\$75.00 per month.

Between Charlotte, N. C., and Augusta, Ga.,
\$70.00 per month.

Between Columbia, S. C., and Belton, S. C.,
\$70.00 per month.

MIXED.

Straight trip between Manassas, Va., and
Strasburg, Va., \$1.25.

On Warrenton branch, \$75 00 per month.

On Franklin & Pittsylvania railway \$50.00 per
month.

On Richmond, York River & Chesapeake Rail-
way, \$75.00 per month.

On High Point, Randleman, Ashboro & South-
ern, \$75.00 per month.

On State University Railway, \$50.00 per month.

On Oxford & Henderson Railroad, \$60.00 per
month.

On Yadkin Railroad, \$75.00 per month.

On North Carolina Midland Railway, \$60 00
per month.

Between Greensboro, N. C., and Wilkesboro,
N. C., \$65.00 per month.

Between Greensboro, N. C., and Raleigh, N. C.,
\$75.00 per month.

Between Asheville, N. C., and Murphy, N. C.,
\$80 00 per month.

Between Charlotte, N. C., and Taylorsville, N. C.,
\$75.00 per month.

Between Charlotte, N. C., and Statesville, N. C.,
\$70.00 per month.

Between Hodges, S. C., and Abbeville, S. C.,
\$60 00 per month.

Between Columbus, Ga., and Roanoke, Ala., \$90.00 per month

All runs of less than one hundred miles in passenger, freight or mixed service to be counted as one hundred miles, except when return or further trips are completed in twelve hours from the first start, in which case actual mileage will be counted, if over one hundred miles. If such runs are not completed within twelve hours, overtime will be allowed at the rate of twenty-five cents per hour for all time over twelve hours.

The pay for special runs, on special or extra trains, where rate is not provided for by this schedule of rates, is to be at the rate of \$3.25 per day of twelve hours or less.

All conductors to be paid for overtime at the rate of twenty-five cents per hour, after the road delay shall have exceeded one and one-half hours, including the first one and one-half hours, or a fractional part thereof, less thirty minutes of the total delay.

Conductors of trains leaving terminals, on the main line, will be called one hour before leaving time of trains, provided they reside within one mile of starting point. Caller will have a book in which conductors will register their names and record the time called. Conductor's time will commence one hour after they sign the caller's book, and end at time designated on mileage tickets, verified by train sheets. If trains are abandoned after conductors are called or notified to be in place, they will be paid for all time until relieved from duty, at the rate of twenty-five cents per hour, the time to be computed from one hour after they are called or notified, and shall stand first out; and conductors arriving at terminals, on main line, if not relieved in thirty minutes will be paid twenty-five cents per hour for each hour, and the first thirty-five minutes shall count as one hour.

Conductors deadheading over the road, to or from their trains, to get them in place, will be paid half rate when deadheading on passenger trains, and full rate when deadheading on freight trains.

In case a conductor is laid off to attend court, or on company's business, he shall be paid four dollars (\$4.00) per day, and furnished transportation to and from his place of business; and an allowance of one dollar (\$1.00) per day for expenses when called away from home to attend court.

The pay of work train conductors to be regulated by the division officers.

Through freight conductors will be run first in and first out, so far as practicable.

The right of conductors to regular runs to be

determined by the division officers, due regard being had to capacity and seniority.

No more conductors will be employed than necessary to move the traffic of the road with promptness and regularity, division officers to decide.

The rules and regulations of this company will govern in the matter of discipline.

Any conductor suspended, for any cause, shall be granted investigation, hearing and decision, if possible, within five days. He shall be accorded the privilege of attending such investigation and hearing all the evidence, *pro* and *con*, touching his responsibility, and shall have the right to appeal from the decision of the local officers to the general officers of the company. If found blameless, after investigation, he will be paid for his lost time. If investigation cannot for any cause be held within five days, then when it is held, and the conductor on trial be discharged, he will be paid for all time lost between five days after his suspension and the date of his discharge, provided he has made written application to the division officers, within ten days of the date of suspension, for investigation.

No grievance will be entertained unless the same shall be presented in writing within thirty days after its occurrence.

W. D. GREEN,
General Manager,

Susquehanna Division 331.

A meeting was held Sunday afternoon in Fendrich's Hall by the Railroad Conductors, of this place, and not Locomotive Engineers as stated by a Columbia correspondent in an out of town paper Saturday, for the purpose of forming a new division, to be called Susquehanna Division, No. 331, Order of Railway Conductors. Mr. Wilkins, Assistant Grand Chief Conductor, of Chicago, was present and organized the Division, when the following officers were installed:

Chief Conductor, John S. Synder; Assistant Chief Conductor, H. R. Haefner; Secretary and Treasurer, James Rowan; Senior Conductor, Joseph W. Clark; Junior Conductor, Charles McCarthy; Inside Sentinel, George Graulich; Outside Sentinel, Daniel McCall; Trustees, David Welsh, William Bearfoot, and Harry McCanna. There were about fifty members in attendance and twenty-six were instructed. After all the business was transacted they adjourned to John Warren's restaurant and partook of an elegant banquet. This new organization will be a great convenience to the members of the Order, as heretofore if they wanted to attend a meeting they had to go to Harrisburg. As Columbia is the terminal of their run, the Order promises to become very strong and we hope it may.

All railway conductors should lose no time in joining the home order, for the benefit of themselves and family. The organization was effected by the withdrawal of a number of Columbians from Dauphin Division, No. 143, of Harrisburg. The thanks of Susquehanna Division, No. 331 are due the members of Dauphin Division, 143 for the handsome bible presented them and their very generous help in organization.—*Columbia (Pa.) Daily News*.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

Editor Ladies' Department:

I often wonder why we are not more sociable in our department of THE CONDUCTOR, and am sure there are many others that share the feeling with me; and also have failed to do anything to help make it interesting. I have come to the conclusion that it is false modesty that keeps many from writing. In other cases it is pure selfishness that holds them back, expecting to be entertained, but not willing to sacrifice anything to entertain.

We have an Order of Railway Conductors in our place, but no Auxiliary. Reading the lively accounts from the Sisters who are privileged with one, often awakens a desire that we might have one here. There seems to be so many barriers in the way, however, that it does not look very encouraging. Aged parents, or oftener little folks, claim the individual attention of many, while some are too particular about whom they associate with to care for such an organization. We do not always see things in the same light—some only look on one side of a thing and that their own side.

Close observation shows that men are much more liberal in their dealings with fallen humanity than woman. For one thing they have learned that a man or woman hurts themselves more than anyone else by their wrong-doings, and that there is more than one kind of wrong-doing. For my part I think we need not hurt ourselves in mingling with others less fortunate than ourselves, and we may be able to give them an idea of a better way of living. I do not mean to make bosom friends of them, but use them with kindness and consideration. We cannot know the influence that has brought about such a deplorable state of affairs, neither can we be too thankful for the kind influences that have made it plain to us that "virtue is its own reward." I trust

this attempt of mine to exchange ideas with others will not prove an utter failure. If it does not I may write again. Sincerely yours,

IMPROMPTU.

"To whomsoever ye yield your members, his servants ye are to obey. Whether of sin unto death, or of righteousness unto peace."

I may not have quoted that verse just as it is arranged, but the whole substance of the thing is that we are at some time accountable for our environments. There is one case familiar to us all, that of the common drunkard. Many of us are personally acquainted with those whom we have known as moderate drinkers, that now seem to have no control over their appetite for drink. We may theorize and excuse all phases of sin, say that perhaps "were we in their place we would do just the same," but it does not contradict the statement that there was a time when they voluntarily yielded their "members to unrighteousness." If we could, if we would not, "have any other god before God," which means the best thing for ourselves and others, we would not yield our members to anything else, but righteousness, which means right thinking as well as acting.

This was brought most forcibly to my mind today. Our little daughter came running in from school with tears in her eyes, her voice trembling with emotion, as she told of the death of one of her little schoolmates' mother. It was the wife of a common drunkard. A woman that had borne him a child nearly every year of their married life, besides helping to support the family. And now, after giving birth to the last infant, she "goes out," and a motherless family is left on the fettered father's hands, a father who cast the fetters with which he has bound himself and family. There was a first step. Oh, if the first steps in drinking were never taken.

My heart is full as I write thinking of the heavy burden of that mother's heart, the double burden laid upon her by the careless walking of the husband and father, who has yielded his members to unrighteousness. If people would only preach less about the hereafter and more about the effects of careless living and wrongdoing now! The direct consequence is what will hold people back and set them to thinking.

To note to what and to whom we are yielding our members should be of great concern to us and to those with whom we live. Our example and practical illustration of this will do more to save others than fervent talk about the unknown state that few, if any of us, know anything whatever about.

A close observer will see that right-doing makes a much smoother path than wrong-doing. People may ask what is wrong-doing? They can answer for themselves this question, if only they will let reason and good sense have full sway. We do not reason enough; we jump at conclusions and responsive actions too often. Momentary impulses may prove only the binding of new burdens upon us, or the yielding of our "members to sin unto death," or the starting out into a path that would end in the destruction of the happiness of both our friends and ourselves. Is it not true that in every thought, word or deed we "yield our members either unto righteousness or unrighteousness?" I think it is. Let us walk with care.

A Law Firm of Women.

The great progress of women has ceased to be at all surprising in this country, and in many of the States women are represented in the various professions, particularly that of law. Mrs. Myra Bradwell, of Chicago, who was recently admitted to practice in the United States Supreme Court, ably edits the *Legal News*, and Mrs. Phœbe Cozens, of St. Louis, is a well known lawyer in the west. Miss Lavinia Goodale was the first woman admitted to the practice of law in the State of Wisconsin. In 1875 she appeared before the Supreme Court of the State asking permission to practice in that court, and her brief proved that she had at least the essential mental qualifications. The motion was denied by the judge at that time, who held that "womanhood is moulded for gentler and better things." Miss Goodale maintained, however, that women could never have full justice in the courts until properly represented, and that the union of delicacy, refinement and conscientiousness of women with the firmness and vigor of man was necessary for the proper administration of justice in our courts. Also, that

in excluding women, free and wholesome competition of the best existing talent was prevented, and that it was unjust to banish so large a portion of the community from a field for which many have taste and ability.

Since that date Miss Goodale has been admitted to the bar, and is now one of the eight women lawyers in the State of Wisconsin, of whom four are the subjects of this sketch, Mrs. Kate Pier and her three daughters, Kate H., Caroline and Harriet. They are all members of one law firm in the city of Milwaukee. They are all interesting, "feminine" women, if one may use the expression; apparently they have lost none of their womanly qualities, but gained so many privileges that one is reconciled to a progress, which twenty years ago many thought threatened the destruction of home life. It is not probable that any one of these young ladies is unfitted for a home because she has identified herself with an unusual calling for a woman. Only a few years ago, if a woman found it necessary to work for a living, as she often did (apparently suffering both the curse of Adam and Eve), there was no career open to her save school teaching or dress-making. Now, as a progressive woman says, "she can do anything where her petticoats do not catch in the machinery."

Mrs. Pier, after the death of her father, was left in charge of his estate. She became interested in the questions that arose, and possessing a keen and brilliant mind she directed it to the study of law. There are many women upon whom devolve the responsibilities of an estate who may appreciate the motive which led Mrs. Pier to become her own lawyer. About six years ago she, with her three daughters, went to Madison, Wisconsin. She took a house and "kept the home" until she and her daughter, Kate, were graduated from the law school of the State University. The two younger daughters were in the high school at the time. Going to school with one's mother, Miss Kate assures one, was a great improvement on the usual way. In speaking of the invariable kindness shown them by members of the legal profession, Miss Kate mentions only one case of direct partiality. The young men of the law class were in the habit of making a record of the ages of its members and registered Mrs. Pier at twenty-six and Miss Pier at eighteen.

After the graduation of Mrs. and Miss Pier they returned to Fond du Lac, but came to Milwaukee the year following, where they have since practiced their profession. These ladies were instrumental in the passage of two laws in the Legislature, viz., that a married woman is capable of acting as an assignee, and that a married woman

who is an attorney at law may be a court commissioner. Last September Mrs. Pier was appointed court commissioner, and is the only woman holding a position of that kind in the United States. These women have good standing among lawyers, and are not considered unequal adversaries. Their practice is general, with the exception of criminal cases. Most of their cases are corporation, real estate, or probate. Mrs. Pier takes charge of the office and Miss Kate usually appears in court. She has already had ten cases in the Supreme Court. The firm is extremely modest in speaking of its members, but as a matter of fact they all are considered successful lawyers. Perhaps one reason for their success lies in their steady and conscientious application to their work.

Mrs. Pier is a handsome woman; her face indicates a strong and sweet character, which would temper justice with mercy. Miss Kate is very beautiful. She is tall and slight, her face is refined, and her deep-blue eyes are true Irish eyes, and full of expression. She wears her long black hair in braids which hang nearly to the ground. It may be of interest to feminine readers to know that Miss Pier wore, when she plead and won her first case at Madison, a pretty black silk dress, brightened with a bit of color at her throat. It must have been a strange scene, when five most "potent, grave and reverend seigniors" listened to a slip of a girl as she plead her case, and plead it well and with convincing power.

About a year ago the younger daughters, Caroline and Harriet, finished the law course at the University, and are now associated with their mother and sister. The firm is a busy one and each member does her part. The junior members are not very active as yet, but following the precedent of mother and sister, they will have their opportunities. They are also pretty girls, at whom one gladly looks twice.

The firm now includes the names of Kate Pier, Kate H. Pier, Caroline Pier and Harriet Pier, and its members are demonstrating most clearly that they are qualified to rank with men in the learned and honored profession of law.—*Laura Grover Smith, in Ladies' Home Journal.*

Small, Sweet Courtesies.

It was only a glad good-morning, as she passed along the way,
But it spread the morning glory over the live-long day,

The words of the little poem came forcibly to my mind one summer day, as I stood talking with a quaint Scotch neighbor over her bit of garden.

A blithe-faced young girl came tripping by,

pausing to give with the morning greeting a smile as cheery as the sunshine.

"Bless her bonny face!" said the old Scotch-woman, looking fondly after her; "it's a gude sight for sair e'en. It heartens me up for the day."

We have all known people whose coming into the room was like a burst of sunlight, there was something so very cheering and inspiring in their very presence; others, too, we have known, whose faces were like a thunder-cloud, full of smouldering gloom, lowering and dark with discontent and sullenness.

We do not often stop to think how much of ourselves we carry in our faces and our manners, or the subtle influence we exert on those around us. Even strangers, the people we pass on the street or meet in the cars, or transiently in places of business, are affected by our atmosphere as we by theirs, and "so the whole, round earth is bound by chains of sympathy"—a sympathy all the more pervading that it is often unconscious and unexpressed. A brief glance, a smile, a gesture, will haunt the memory, and weave a subtle spell long after the one bestowing it has passed out of our sight, perhaps out of our life; and the least touch upon the electric chain by which we are all bound together in a common humanity, may have as far-reaching an influence as the tiny pebble that ripples the water into ever-increasing circles.

It is not always those most free from care and trouble who wear the sunniest face; oftentimes it is "the serenity of conquered sorrow" which lights the eye and lends its sweetness to the patient mouth and the gentle speech, and it is such as these that most move our admiration and our sympathy. Our petty worries fade away under their bright smile, and we are ashamed to let discontent or ill-nature sway us.

"I want to thank you here and now for the good you did me years ago," said one woman to another, recently, in the midst of a cozy talk. "I don't suppose you ever dreamed of it, but you were a living example to me when we boarded together. I got into a bad habit of retiring into myself and giving short answers when I came home tired and out of tune, and I was very apt to be that way. I couldn't see why I should make myself agreeable when I didn't feel like it, and I was determined not to be drawn out of my shell. In fact, I was fast becoming sour and crabbed when you came. Your bright way of speaking, and your pleasant smile for all, were a revelation to me. They made me ashamed of my selfishness, and I began to try and take an interest in other people. I soon found I felt the better for it, and it wasn't a task to be agreeable. So you see what an influence you had without knowing it."

"I am so glad to have you tell me that!" said the other, with tears in her eyes. "That was such a hard trial-time to me. I was under a terrible strain through my sister's long and painful sickness, and it was a constant effort for me to seem cheerful. I used often to feel afraid that I had been cross or impatient, or appeared indifferent to others. It is a relief to know that I did not make others unhappy through my distress and anxiety."

"We could have forgiven you if you had; but it was your brave cheerfulness that made me the more ashamed," replied her friend. "And I am sure that others felt the same."—*Boston Traveler*.

Five Arab Maxims.

Never tell all you know; for he who tells everything he knows, often tells more than he knows.

Never believe all you may hear: for he who believes all that he hears, often believes more than he hears.

Never decide upon all you may see; for he who decides upon all that he sees, often decides on more than he sees.

Never attempt all you can do; for he who attempts everything he can do, often attempts more than he can do.

Never lay out all you can afford; for he who lays out everything he can afford, often lays out more than he can afford.

Don't Say "Don't."

There is one little word that baby need never hear if he has a wise mamma, and that little word is "don't." Some mothers can hardly be made to believe it, but it has been proven over and over again. It might seem a dangerous experiment to give a two-year-old child the freedom of the whole house, without placing any restrictions upon him, yet it is an easy matter if begun early and done wisely.

When baby toddles to the low bookshelves and begins to pull book after book out of the lower rows, a call from mother's sweet voice:

"Come, darling, mother has something for you to do!" will arouse his interest, and the books are left lying on the floor, while he goes to help mamma.

He is given a book to place on the lowest shelf of the case, and if he hesitates, mamma goes with him, and lo! when they arrive at the case they find many more deposited on the floor. Without a word of surprise, mamma says:

"Oh, here are some more pretty books for baby to put away, see, mamma will help him," and she hands him the books while he puts them away, with her help, maybe.

She tries to make him see how the large books are altogether and the smaller ones above. A few such lessons will impress the child, and before the mother is aware, the little fellow is deeply interested in the order of the bookcase.

Bric-a-brac is a great temptation to little folks. If baby and bric-a-bac cannot be kept in the same room, there are few but would decide in favor of baby's attractions as the greater addition to the beauty of the home. But both, with careful thought, can be kept. If baby's little hand is found curled around a rare bit of china, put out your hand and say in a kind tone:

"Give it to mamma!"

If he does not give it, pick up something that will interest him and offer it, saying:

"See, baby! mamma will give you this pretty thing. Now, baby, give mamma something, too?"

Do not demand, and without doubt baby will yield up his prize gladly. Give it to him several times and let him hand it back.

These same tactics can be used in many instances, and a loving, earnest mother would rather, in any case, have her most valuable treasures spoiled than that her child be injured in disposition or treated with anything but love. The word "don't" used often, destroys baby's sweet faith in his mother; she grows to seem nothing but a preventer of his joy, robbing him of pleasure and consequently exciting him to new mischief. Always take away the wrong thing by giving him the right thing to do, and he will grow daily in self-reliance and order, and always obey mother's slightest word, knowing it is always for the best.—*The Kindergarten (Chicago) for April*.

Only One Hill at a Time.

A man who has spent a long life in good service for God and his fellowmen, tell this bit of a story:

"When I was between twelve and fourteen years old, my father broke up a new field on his farm and planted it with potatoes, and when the plants were two or three inches high he sent me to hoe it. The ground of that piece was hard to till; it was matted with grass roots and sprinkled with stones. I got through the first row, and then stopped to take a general look at the task before me. Grass as high as the potatoes was everywhere, and looking at the whole from any point, it appeared to be a solid mass. I had the work to do all alone, and as I stood staring at the broad reach of weedy soil, I felt a good mind not to try to do anything further with it.

Just at that minute I happened to look down at the hill nearest my feet. The grass didn't seem

quite so thick there, and I said to myself: I can hoe that well enough.

When it was done another thought came to help me.

I shan't have to hoe but one hill at a time, at any rate.

And so I went on to the next, and the next! But there I stopped again looked over the field. That gave me another thought too. I could hoe every hill as I came to it; it was only the looking away off to all the hills at once that made the whole seem impossible.

I won't look at it! I said; and I pulled my hat over my eyes so I could see nothing but the spot where my hoe had to dig.

In course of time I had gone over the whole field, looking only at the bill in hand, and my work was done.

I learned a lesson tugging away at those grass roots which I never forgot. I was to look right down at the one thing to be done now, and not hinder or discourage myself by looking off at the hard things I haven't come to. I've been working ever since that summer at the hill nearest my feet, and I have always found it the way to get a hard task accomplished, as it is the true way to prepare the field for a harvest."—*Sel.*

Can it indeed be true that love is our greatest virtue, and that we please God best by being kind to each other, just because that is what is most like Him.—*Messenger of Truth.*

Our best opportunities are nearest us.—*Messenger of Truth.*

Our Sons and Daughters.

The Little Word that was Lost.

I lost a very little word
Only the other day;
A very naughty little word
I had not meant to say.
If only it was really lost,
I should not mind a bit;
I think I should deserve a prize
For really losing it.

For if no one could ever find
Again that little word,
So that no more from any lips
Could it ever be heard,
I'm sure we all of us should say
That it was something fine
With such completeness to have lost
That naughty word of mine.

But then it wasn't really lost
When from my lips it flew;
My little brother picked it up,
And now he says it, too.
Mamma said that the worst would be
I could not get it back;
But the worst of it now seems to me
I'm always on the track.

Mamma is sad, papa looks grieved
Johnny has said it twice;
Of course it is no use for me
To tell him it's not nice.
When you lose other things, they're lost;
But lose a naughty word,
And for every time 'twas heard before:
Now twenty times 'tis heard.

If it were only really lost!
Oh, then I should be glad;
I let it fall so carelessly
The day that I got mad.
Lose other things, you never seem
To come upon their track;
But lose a naughty little word,
It's always coming back.
—*Alice Wellington Rollins, in Wide Awake.*

Don't Give Up.

If you tried and have not won,
Never stop for crying;
All that's great and good is done
Just by patient trying.
Though young birds, in flying, fall
Still their wings grow stronger;
And the next time they can keep
Up a little longer.

Though the sturdy oak has known
Many a blast that bowed her,
She has risen up again,
Loftier and prouder.
If by easy work you beat,
Who the more, will prize you?
Gaining victory from defeat,
That's the test that tries you!

There is magic in the power
Of an unbending will,
That makes them stronger every hour,
For greater efforts still;
Then banish from you every "can't"
And show yourself a man,
And nothing will your purpose daunt,
Led by the brave "I can."

—*The Myrtle.*

Other People's Affairs.

"What makes everyone love to be with you?" the sweet, simple, unaffected and very lovely Princess Alice once asked her grandmother, the Duchess of Kent. "I am always so sorry to have to leave you, and so are all the others who come here. Won't you please tell me, grandma?"

The old lady smiled, and for a moment that was all she did. The Duchess of Kent knew the secret of her influence over her friends, but how to explain it without vanity or egotism to the most natural and truthful little girl at her side was not altogether an easy task. Alice's sweet directness could never be put off with a pooh, pooh, or disclaimer, as the dear old lady knew from an intimate acquaintance with her character.

"I think, my child, that is the reason," the duchess replied at last, "I was early instructed that the way to make people happy was to appear interested in the things which interested them—namely, their own affairs; and this could only be accomplished by burying one's own grief, annoyance, satisfaction, or joy completely out of sight. Forgetfulness of one's own concerns, my dear, a smiling face, a word of sympathy and unselfish help, where it is possible to give it, will always make others happy, and the giver equally so."

Such counsel as this took deep root in the heart and mind of the beautiful princess, and her brief but exceptional life proves the wonderful power of unselfish regard for others. Where could a better lesson for all our girls be found than this one, given so many years ago by the aged duchess? Other people's affairs? Why, our own affairs are of infinitely more consequence to us, and yet, if we take the trouble to look about us, we are sure to find that the most agreeable and helpful persons are those who lend a ready ear to the sorrow of others, and keep a closed mouth concerning their own.

A most pathetic instance of the power of example and self-restraint came under the writer's observation only a short time ago. A very bright and intelligent young lady had received a severe shock in the death of a pet Newfoundland dog. Those who love dogs know how bitter it is to lose a faithful friend of this kind, and this girl was passionately fond of her dumb companion. For days she was really ill and utterly refused to be comforted. There happened to be illness in the family which necessitated a certain amount of daily service which the unnerved girl felt entirely unable to perform. About this time a young lady came to the house to board, and discovering the state of affairs, offered her aid as nurse and general helper. One day the girl who had so grieved over the loss of her pet came to

the writer with a new kind of tears in her eyes—tears of shame and genuine sympathy.

"I have had a lesson," she said, with quivering lip, "that will last me my life. Why did not some one tell me what a selfish and inconsiderate simpleton I was? For two weeks," she continued, "I have done nothing but mope and cry, and let Miss —— do my work. Last night I began to feel that I ought to be ashamed of myself, and I started to her room to tell her so. The door was ajar, and I was just going to rap and enter, when I found the poor child was praying. This is what I heard and how do you think I felt? 'And oh, Dear father,' she said, 'will you not send some angel to tell my dear mama that I am trying to do as she told me, forget my own grief, my own great loss, in work and care for others. And oh, I am so glad that it needs no angels to tell her how much I love her.' And I was grieving for a dog, and this sweet girl had just buried her mother! Do you think I can ever forgive myself?"

A bitter-sweet lesson, indeed, but just as valuable for all girls as for this particular one.—*Youth's Companion.*

Berkley's Hallowe'en.

Written for THE CONDUCTOR.

"Hello! Berkley! Take a ride, will you?"

The speaker, a ruddy-faced, bouncing big fellow, sat in a phaeton behind a span of small black ponies, that looked for all the world as though they ought to ride and let the boys pull them.

"Don't care; where you going?"

"Oh, just over to the city."

"The city" was a small town of a few thousand inhabitants, but thrifty and enterprising, surrounded by no less thrifty and enterprising farmers. Howard Berkley, like all other boys, enjoyed a ride at any time, and after gaining his mother's consent, gladly took a place in the seat beside Ralph Jones, and the ponies proved that strength is not always measured by size, by the way they sped up hill and down, this pleasant October day.

Howard Berkley, who had been taught to see the hand of God in all things, looked upon the yellow and red forests, in their brilliant fall dress, with feelings of love and admiration, thankfully drinking in the great beauty of his surroundings.

Ralph Jones must have been so occupied with his thoughts of proposed fun for the evening that he did not catch the sublime strain of thought that Howard was enjoying, for he burst out with:

"I say, Howard, what are you going to do to-night?"

"Nothing in particular; why?"

"Oh, to-night is Hallowe'en, that's all. Of course we *all* do something then."

"I guess you don't mean '*we*,'" replied Howard, 'for I never did anything out of the general order of things on Hallowe'en.'

"Nor I, either," said Ralph. "It is the general order of things *to do* something; throw cabbage heads, carry off gates, or some *such* thing."

"What?"

"Why, Howard Berkley, you don't mean to say that in all your fifteen years on this globe that you never went out Hallowe'ening, do you?"

"Yes, I do."

"What! You who can run the farthest, skate the fastest, jump the highest—in fact, beat everybody at everything! Don't pretend to say that!"

"Yes, I do; I have heard of it, but I fail to see any fun in that kind of business."

"Fun—why, it's 'fun alive.' You just go with us boys to-night and see if it isn't fun. Last year we took old Hodge's mule that he just about starves and tied it in 'Squire Brown's well-stored barn, and I bet that mule had a good meal for once in his life. Then we carried Aunt Crosspatch's wood out in the middle of the road and put a pile of stone in its place, and, oh, lots more just such killing things we did. I'll tell you about them on the way home."

They were in town now, and Howard did not venture any remarks whatever, but at the grocery bade Ralph good-bye, promising to be at the post-office at 2 o'clock to ride home. He then walked slowly towards his Uncle's, where his mother had wished him to call, thinking over the conversation with his friend Ralph. He said to himself: "Ralph is a grand, good fellow, and I wonder how he ever came to call such work as he told about 'fun.' I know what mother would say; she would call it a wrong idea of what fun is. Now, there ought to be a *right idea* of fun for Hallowe'en, and I'll just ask her what to do."

The hour and a-half at Uncle's passed quickly by, and what was of great interest to Howard happened at the table. In speaking of Hallowe'en, his Uncle told how he spent one when a boy, telling how he and some other boys took lanterns and saws and sawed up a whole cord of wood for a neighbor woman who was absent from home that night. That must be a "right" idea of fun—thought Howard, and he was so busy with his thoughts on the way home that Ralph did not find him a very attentive listener to his recital of the other funny things they had done last Hallowe'en.

"See here, Howard," he said at last, "can't you think of something *new* to do to-night?

We're all going to meet at Sam Winter's barn after supper and lay plans, and you come over, won't you?"

"I guess so," he answered, "if our folks will let me," jumping out of the phaeton as they drove up before his gate.

Mother was alone, just as he hoped she would be. And I guess they agreed perfectly as to what was truly "fun," for after supper the boys gathered at Sam Winter's barn, listening to Ralph's enthusiastic promise of "more fun than ever, now Howard Berkley had come to live among them; he was just chock full of new ideas." Said he was an awfully conscientious fellow, but knew he would go out to-night. Guessed he could pocket his conscience for once, same as any of them, if he wanted to. That's what all the boys thought as they saw Howard's healthy face beam on them one of his whole-hearted smiles, as he came up whistling "Yankee Doodle."

"Hello, Howard! How are you, Berkley" etc., came from the group as he joined them.

"Now for your new ideas that Jones promises us," said Lee Harkness.

"Yes, let's hear 'em," came from about a dozen throats.

Howard colored a little at such hearty demonstrations, but not at all daunted, proceeded to unfold his plans.

"You see, boys, our folks never believed in this Hallowe'en business; neither did I, until a new way of doing it came to my mind. Now, where folks think they have a hard time of it in this world, I don't believe in making it seem harder. You know all the people you visited last year will be expecting some mischief from *you* this year. So I propose to surprise them. We'll have to be awfully still, though. Now, there is Mr. Hodges (the boys noticed he said "Mr." instead of "old"); you say he about 'starves his mule.' Maybe he wouldn't if he had enough to feed him, and seeing he does not seem to be able to get enough hay and corn to give the mule good round meals, say we each ask our fathers for an armful of hay and a half a bushel of corn (we all have well-filled barns, and I know they'll let us have it), and take it over to Mr. Hodges with our compliments. Then 'Aunt Crosspatch,' as you call her—Mrs. Dobson—probably will sit at her back window and watch her woodpile half of the night. By the way, boys, it is a pretty small pile of wood to last a woman all winter, especially when she hasn't the faith that would call down a fresh supply, like the widow, who had her stores increased. You know there is no window on the north side of her house. Now, instead of taking her wood away, say we take some more wood to

her. We will have to do it all pretty still, though."

So he went on, reversing all that they had done the year before, and the boys were glad to forget the misguided impulses of that time for the much better led impulses of the now.

I will not go into detail of all that they did that night, or the happily different results that naturally followed.

But the next summer the boys all turned out and helped Mr. Hodges cut grass for the mule, in return for which they often had the pleasure of a ride behind that same mule after berries, nuts, etc.; and Mrs. Dobson, instead of driving the boys away from her cherry trees, let them help themselves, they returning the compliment by picking them for her and helping her carry them to town to sell.

There has been many Hallowe'en nights since the one I am telling you of, but in that place and for miles around, when you hear the new generation of "boys" telling of the fun they are going to have Hallowe'en, you may be sure it is the right idea of fun they engage in.

"If the Moon Could Tell."

Written for THE CONDUCTOR.

Beautiful Moon, with your calm, white face,
Moving majestically on through space,
Sending the rays of your mellow light,
Down, down, through the darkness of the night.
Oh! could you tell me of *all* you see,
What a wond'rous tale would come to me.

Tell of the faces upturned to thine,
As pale and still as your beams that shine,
Where scalding tears may silently trace
Furrows of care on the rigid face,
That tell more plainly than spoken word,
Of a burdened heart by anguish stirred.

Tell of the maiden with downcast look,
As plainly read as an open book;
While the lover tells her o'er and o'er,
Of the "love none ever felt before;"
And he little thinks the "story old."
Or dreams that its like was ever told.

The bride looks up with a tender light,
That meets thine own through the tear drops
bright,

As the untried future comes to view,
She seems to be entering life anew;
But your placid look her soul assures,
And a firmer hold her faith secures.

Tell of the "outcast" who seeks for bread,
By means of shame, with her conscience fled,
Selling her purity, honor, name,

For a hungry soul and shattered frame;
Yet pausing now in her downward pace
To catch the warmth of your loving face.

Tell of the prodigal, weary grown,
Of reaping the tares so rashly sown,
Out under the shadows of the night,
Creeping away from your tender light,
And striving to drown the voice within
By plunging still deeper into sin.

Tell of the wanderers far from home,
That over the land and ocean roam,
As they catch your steady, cheerful gleam,
Quite near them again their loved ones seem;
And they fondly think of those to-night
Who watch with them 'neath your peaceful light.

Tell of the turbulent, crowded street,
Of those that move with hurrying feet;
Others who carelessly wend their way,
Caring alone for the glad to-day;
With not one glance at the orbs of Heav'n,
With naught of thanks for their blessings giv'n.

Yet many faces upturned to thine
Glow with the look of a love divine,
As they lay down burdens one by one,
With perfect trust in "Thy will be done;"
And breathe out prayers on every side,
That carry blessings along their tide.

Varied the scenes you view to-night,
Speeding along in your ceaseless flight,
Doing your duty, though others fail,
Over and over again your trail;
Acting your part in the Lord's great plan,
Nobly teaching a lesson to man.

—N. D. H.

The Georgia Watermelon.

When you thump it with your fingers and it gives
a heavy sound,
Like summer rain a-fallin' on the dry an' dusty
ground.

Jes' get your Barlow ready an' prepare to make a
swipe,
And carve it straight an' steady, till it opens—
red and ripe!

Then fild your Barlow careful, an' take your
melon flat,
Put one half on this side o' you—the other half
on that;

Then take the biggest in your lap an' tear the
heart out—so,
An' smack your lips and praise the Lord from
whom all blessings flow.

—Atlanta Constitution.



IN MEMORIAM.

CHICAGO, June 25, 1892.

"And the reaper death, came in for a share,
And he gathered a terrible harvest there."

This was repeated at the grave of a Brother in a distant city by the little associates of his children.

"To wean us from this earth His life was lent,
To woo us unto heaven His death was sent."

This was also given to a bereaved Brother on the death of his only child.

John A. Hall's dear little girl said, as we came from the little parlor after his remains were prepared for his family, "Want to see my papa."

It was my painful experience to return from East St. Louis with the body of this beloved Brother, and at the request of the grand officers of the Carmen, now in annual convention there, where he had been by their invitation to aid in their opening exercises, June 21. The first day's proceedings, which was the fatal one to him, the 22d, was passed, and in the evening his death was reported and confirmed, when action was taken at once as to what we, who had so recently listened to his words of counsel, should do.

The first question was for his family and insurance, and I could only say that I knew of his having about \$5,000 on his life, and it was unanimously agreed by us, after deliberation, to raise a separate fund for the education and maintenance of his children of \$5,000, and that was to be asked only of the B. R. T., O. R. C. and Yardmasters, Railroad Carmen and his own Order. It was further provided that the following named Brothers, Cease, Keliber, Marshall, Daniels and Simsrott, act as receivers and custodians of this money, and be hereby instructed to receive the same and to either provide permanently for its investment and care, or by others hereafter to be designated by them to do so.

We parted there with this solemn promise to be carried out, and representatives of other sister organizations were present and also offered to assist in this charity.

Our request is that each Brother of the above orders named appropriate and set aside the

amount he desires to give, and that this fund after collection by the secretaries of the different lodges, be sent and known as the "John A. Hall Memorial and Educational Fund" to the above named officers. If an excess of this amount is given it was agreed to allow the committee to disburse it to other charities pro rata and of per cent donated by each order, as their judgment dictates.

For me, I would that I were competent to write his obituary, who in life freely gave to the needy and distressed, to a fund for ambulance, to orphan and widows, and lived to see the beginning of the work of a hospital that he hoped to see established here and have branches in all the great railroad centers. This last grand charity was uppermost in his mind of all contemplated labors, and "the pride of my heart," he said to the writer one day, "next to the wife and children, is that the corner stone is laid, in that we have the lot practically secure and the building I know will be forthcoming in a few months." If it is ever built I will place at its door a tablet for him in as grateful remembrance as I deposited the sprig of acacia upon his tomb, and when the blasts of our northern winters give way to the return of the sweet robin I will plant choicest roses upon his grave.—*J. B. Safford in Switchman's Journal.*

CHAPEL HILL, N. C., Sept. 27, 1892.

Editor Railway Conductor:

As it has been a long time since I have seen anything from Raleigh Division 264, I will try and let THE CONDUCTOR know we are still alive.

We meet now the fourth Sunday in each month. I had the pleasure of being at our last meeting by riding horseback twenty miles, and part of that in the rain.

We are having very good meetings, and we have some work in each degree most every meeting.

We have a regular corresponding secretary for our division, but as he fills three positions, conductor, mail agent and express messenger, I presume his time is taken up.

We have lost two members. One expelled for trying to get his brother conductor discharged because our master of trains saw fit to change their runs to put the married man's lay over where his family was living, and Brother John Word died from injuries received from falling off a moving train. He leaves a widow and two children and a host of friends to mourn for him.

Most of our members are taking out policies in our insurance bank.

There will be a union meeting O. R. C. and B. L. of E. in Columbia, S. C., on October 9th, the second Sunday, at which I hope to be present.

Bro. W. S. Witherspoon and Bro. James F. Weaver, of the N. C. division, and Bro. Lassiter, of the R. & G. division, will also be there.

Bro. P. J. Brown, of the A. & C. R. R., is off on a pleasure trip, and will spend a few days at Chapel Hill, N. C., the university of North Carolina.

If this does not find its way in the scrap basket I will try and let you hear from me again after the union meeting. Yours in P. F..

FRED. C. SMITH.

Card of Thanks.

To the officers of the Colorado Midland Railway Company and the Order of Railway Conductors, and all others who so kindly assisted and cared for the remains of our son and brother, Charles Harter, on the 11th inst., at Leadville, Colo., and contributed the beautiful floral emblems to decorate the casket, we extend our heartfelt thanks. Also to Conductor W. H. Hall for accompanying the remains safely to Covington, Ind., and will ever bear in grateful remembrance those many kind attentions.

MR AND MRS. C. N. HARTER, and family.
Covington, Ind., Sept. 27, 1892

SEYMOUR, Ind., Sept. 26, 1892.

Editor Railway Conductor:

To-day, after an enjoyable division meeting, we drop a line to you, that you may know we are still in the swim and working as hard as ever in the interests of the Order of Railway Conductors.

With us, like many other divisions, matters are at times particularly discouraging. We have never failed to have a quorum, yet every Sunday on which our meeting day falls, quite a number of our members are registered absent, and in the city. What can be said or done to influence or convince them that they are neglecting their duty? Were they to be suddenly maimed for life, or stricken down with some deadly malady, and the division would neglect to give them the proper care and attention, the English vocabulary would not contain words suitable with which

they could censure the Brothers for their carelessness.

A very ready excuse to offer for non-attendance is that they are home so little that "they don't propose to neglect their family to attend their meetings" This is never expected, for he who is not a good father and a true husband, cannot be an upright member of the Order; for it is taught in all our workings that we must be true to our God, our country, our family and our fellowman, eschewing all that is evil and being temperate in all things.

But, dear reader, bear in mind as you journey along life's rugged pathway that there are duties you owe others as well as your family. Sure, they should receive the largest share of your attention and devotion, yet with a little practice and economy you will be able to discover where you have many spare moments that could be profitably devoted to helping others, and you will never miss the time nor the money. In the final run that we will all make there will be consolation for all our little sacrifices and expenditures that we have made, in the thought that at our division meetings we have cheered others with our presence, and we have helped the needy with our mite.

Readers and Brothers, these are serious thoughts and worthy the attention of all. To-day you are full of health, life and manly vigor; to-morrow you may be in your grave. The dead are soon forgotten in this busy, hustling world, and it is better that each one leave behind him a little remembrance of some kind deed or attention shown the afflicted. We do not need to confine ourselves strictly to members of any fraternity, for the world is full of suffering humanity, especially in the form of little children who are hungry for kind words and attention from those endowed with God's choicest blessings. Some times when our assessments are extra heavy, when we find it necessary to issue a special assessment or two, when we haven't been able to get in a full month, and all these things draw rather heavily on our purse, we are wont to think that we are not doing our duty by "our own;" that we should be laying up more for them; but "God loves a cheerful giver," and He will care for the widow and orphan. Just remember that although it may cramp us a little at times to keep square with our division, that the money is doing somebody good, and we are sure to be fully credited on the books on the final judgment day.

Our Benefit Department in Seymour Division is now in full working order, Brother Lyhane being the first to claim benefits under its laws. Benefits are payable after the first week's sick-

ness or disability, at the rate of \$5 per week for fifty-two consecutive weeks. Funeral benefit is \$20. Dues are 50 cents per month, etc. Any Brother desiring a copy of our laws can obtain the same by addressing the secretary, Bro. E. E. Gaskill, or the undersigned, P. O. box 313.

Bro. W. N. C., Kansas City, I am glad to see your brief communication in this month's issue, particularly so on account of its subject.

With best wishes to all conductors,

I am as ever yours in P. F., C. W. M.

YOUNGSTOWN, O., Oct. 1, 1892.

Editor Railway Conductor:

I write you that the first attempt of Division 270 in the excursion business was a grand success, as you will observe by the following: 'The Order of Railway Conductors' excursion to Niagara Falls and Toronto was a grand success. They arrived at the falls on time, in two sections, one double-header with over 600 passengers. Conductors James Morris and Charles Foate accompanied the party to look after their comfort and welfare, and are to be congratulated for the pleasant manner and care they took of all. The Erie railroad company should also be congratulated on the fine cars and prompt attention given to the excursion party."

I am also glad to report that Division 270 is in a flourishing condition. We are taking in good conservative members at nearly every meeting. We have a lot of good conservative officers and a first-class grievance committee, with J. T. McGonnel at the head and "Dr." Hoover and Bro. Tomkins to assist him. As the old saying is, "Where there is Union there is Strength," I must say we, as members, do grasp hand in hand and work for each other's interest. We all put our shoulders to the wheel and it has got to turn.

Yours in P. F.,

JAS. MORRIS, C. C. 270.

CEDAR RAPIDS, August 28, 1892.

Editor Railway Conductor:

In perusing the August issue of THE CONDUCTOR I find a very interesting article in regard to the vertical coupler, in particular the Chicago coupler. I see "Coupler" says, writing from Boone, he never saw one of those Chicago couplers out of order but what trainmen could easily repair. I will agree with "Coupler" that trainmen can make the repair, but "Coupler" does not tell the public that he has not got the material to make the repairs with, but merely toggles the train together with a link or a chain and take his chances of getting the car to some car repair station, where repair can be made, or else, if the

car is not rushing "perishable," he will set car out and car will be repaired by some carman and then go forward. "Coupler" also says he has never had occasion to chain one car up with these bars in. I think, if such is the case, he must have been very fortunate or else he has done but very little railroading during this period of time.

Again, "Coupler" says he has never heard of a brakeman being injured by one of these couplers. Perhaps he never reads or makes inquiries of trainmen.

I will agree with "Coupler" that the Chicago coupler is a good bar of the kind and is giving better satisfaction than some other vertical plane couplers, but I think if "Coupler" would visit the "boneyard" of the vertical type of couplers and peruse them over he would find that the bar he so much praises was the same as all other vertical plane type of couplers, that they are merely a bill of expense to the railroad companies and an everlasting annoyance and bother to all railroad men who have anything to do with them. The injury and death rates since these couplers were put in use ought to be sufficient to condemn every one of them. Please don't understand me to say that our railroad companies should go back to the old style of link and pin draw bars, yet they are far superior to the hook couplers, but there should be some other device for coupling which would be automatic. It is an automatic coupler which is wanted and not a complete nuisance as we have at present. The percentage of injuries in coupling cars has so largely increased during the past two years that it is utterly shocking to think of, and it is due only to the present coupler in use. There are in existence to-day some link couplers, which if they were put into universal service, would decrease the percentage of injuries in a great measure. Besides it would decrease expenses and accidents on our railroads. I should be pleased to hear again from "Coupler."

Ever respectfully yours,

HOT BOX DETECTIVE.

ROME, Ga., August 16, 1892.

Editor Railway Conductor:

Dear Sir and Brother: I was appointed by Division 230, on the 14th inst., as correspondent for THE CONDUCTOR, and as this is my first attempt, I beg of you that you will overlook all errors, etc.

Division 230 has a membership of forty or fifty and has enrolled within its ranks some of the most ardent and zealous workers that are identified with the organization. Enrolled in the line are such Brothers as Harris, Starr, Russell and

McKennon. Brother McKennon is always one of the first to bring about a rigid enforcement of the constitution, by-laws, rules and other usages. And I must say that if every member who is identified with the Order of Railway Conductors, all over this great land, were of the same mind and would act in the same spirit as that which prompts Brother McKennon, we would have an organization to-day which would stand second to none in the land, and which would be clear of all camp stragglers. I mean by this, members who are bringing up the rear, never visiting their own division or any other division, under whose jurisdiction they may be, unless enforced to do so by the constitution. However, I never met any member who is identified with this class just mentioned, that did not have in his possession a division card. I think the division card, to-day, is considered by too many of our members as the great consideration of our organization. We should be prompted by the truer instincts which are taught within our division rooms. By so doing, we would, in a short time, have an organization which would stand second to none in the land, as above mentioned. Now, if each one of us would consider himself as a committee of one to see that the constitution was rigidly enforced and to aid our more unsuccessful Brother in obtaining a standard within our organization and in the calling which he may be following, I think we would obtain for ourselves individually, as members, better results and feeling for the organization, building monuments which would stand to our lifelong credit, being left after us when the Grand Chief Conductor of the Universe sounds the gavel, cutting the brittle thread of life, we could leave this world of care and toil feeling that we had left a reputation behind us which would stand as a living monument to our credit and to the honor of the organization with which we had been identified.

Rome, Ga., is a most beautiful and picturesque city, situated on seven hills, as the Rome of old. We have two magnificent rivers, known by the Indian names of the Oostanaula and Etowah. We also have two large railway systems running through our town, the C. R. of Ga. and the E. T., V. & G. We also have a short line of twenty miles, known as The Rome Railroad of Georgia. This line has for its chief executive officer Maj. Ayer, of this city, and all of the trains on his line are held down by our Brother Allen, as conductor.

The E. T., V. & G, has for its superintendent, of the Georgia division, Mr. W. R. Beauprie, of Atlanta, Ga., and Mr. J. M. Bridges, of Selma, Ala., as superintendent of the Alabama division.

Mr. Beauprie, with whom I am employed, is ably assisted by Brother F. C. Worley, of Division 152, as master of trains. All of the boys on this division seem to be satisfied with their different runs, etc. They have in view the fact that to make their superiors' administration a success, in return they also make for themselves a success in their different callings.

The Central of Georgia has Mr. W. P. Eppison as master of trains, with headquarters at Cedartown, Ga. The boys on this line are highly elated over Brother Eppison's promotion to this position, and I am confident that his administration there will be a success, as he has under him such men as Brothers McKinnon, Harris and others who never think that they have done enough for their superior officers.

I lately transferred from Division 140, which is located at Hinton, W. Va., which is on the line of the C. & O. Railway. Any Brothers traveling through and over this line will always meet with a hearty reception from Division 140. They have for their superintendent Mr. James M. Gill and for their master of trains Brother J. R. Cary, of Division 140. All of the boys there seem to think it an honor as well as duty to perform their work for this line, knowing that they have for their officials such men as Messrs. Gill and Cary. Nearly all over the country we have in the ranks of the officials some one who is identified with our organization.

Now, Brothers, this ought to be very encouraging to us, and we ought to at all times lend a helping hand to those who are preceding us from our ranks as officials. As they climb the ladder of fame and promotion, round by round, it is our duty to stand firmly by them, making their administration a thorough success, always bearing in mind that sooner or later there will be another official chosen, and the selection will be made from those who are most competent and those who have stood by their superiors and the company in carrying out their different instructions, as laid down from time to time, and working for the interests of the company. I think we will find when we work for the interests of the company as individuals, if we are fair-minded, we will see that the company is working for our interest.

Should any of the Brothers at any time come south they will always be heartily welcomed by the Romans. Hoping to have the pleasure of again contributing to the columns of THE CONDUCTOR, I remain,

Yours in P. F.,

M. T. ROACH.

A Plea for the Link and Pin Type of Coupler.

CINCINNATI, July 27, 1892.

I see that the house has passed the Coupler bill, and that means it will soon become a law, as it will be only a question of time when the senate passes it; that will cause a fearful expense to the railroads of the country.

Now the roads have no one to blame but themselves; they have not been uniform enough in the matter of draw bars; they are of all sorts and sizes. Some are high, some low, some of one shape and some another; so it was impossible to keep any in stock, each road having their own idea of drawbar.

For a number of years they have been introducing an automatic coupler called the Master Car Builders' type, they have started out the same old way—no uniformity; some are using the Janney, some the Hinson, some the Gould, and I could name over some twenty others that are in use, and they are more or less different from one another.

Now there are two questions to bring before the railroad men; one is the question of economy, and the other is what style of coupler, is the cheapest and the best. It is not a penny saved is a penny made—but it is thousands saved is thousands made.

I shall take the stand on the link and pin type of coupler as the cheapest and best that can be put in use as a standard coupler, and I will venture to say that I will have three-fourths of the engineers, switchmen and brakemen to bear me out in the assertion; they are the ones that have to manipulate the couplings, and they are the ones that ought to be the best judges.

The cost of the link and pin type is all of one-half less than the M. C. B. type. It has all the points needed for a perfect coupler: first, the play needed in starting a train; second, the side motion needed in running a curve; third, the up and down motion in going over a rough piece of road; these are motions that the M. C. B. type *has not got*; they are all too rigid. I claim that the link and pin can be made just as automatic and would work and give better satisfaction than the M. C. B. type of coupler, and an attachment could be got up at a very small cost for any draw bar now in use. Perhaps there might be a few exceptions.

If a party tear down an old building to put up a new one, he will clean up as much of the old material as possible, and work it into the new one; on the other hand, what is the reason that the railroads cannot work in the good material, in the way of draw bars, links and pins. I say that they

can with an attachment that would make the link and pin automatic.

I do not believe in any of the couplers that have been invented outside of the link and pin, that is, knuckles, hooks, arrowheads, lugs and spiral springs; they are all defective in one way or another, and are not the true type of a coupling. Now there are several members of the M. C. B. Association that say the same thing. T. T. Chambers, M. C. B. of the Boston & Maine Railroad; M. Wood, of the Grand Trunk Railroad; Mr. Rogers and Mr. Roach, of the Switchmen's Aid Association, and a great many others of the M. C. B. Association condemn them.

Mr. John Kirby, late president of the association, said, in his address before the last meeting, the type of coupler known as the M. C. B. type, may not be the very best form that will be devised in the future, but when something better is developed, the best will take the precedence. So you see certain parties are trying to make an imperfect coupler the standard. I will make this assertion, that you make up a train of the ordinary number of freight cars, all of them with the M. C. B. type of coupling, *and there is not an engine powerful enough to start the train*. Some will say that they are doing good work now, with the exception of the heavy passenger trains; they are having a good deal of trouble in starting trains, but not so much on freight trains. What is the reason? Because one is equipped entirely with the hook type, and the other is equipped with a mixed type of coupling, the link and pin being largely in the majority; consequently the link and pin gets them out of the trouble. On the other hand, if you have a train of the link and pin type, and all the links are taut, there is not an engine that can start it; but if you back your engine so as to give the cars some slack, then come ahead, and the train starts. Can that be done with the M. C. B. type? I say no; it will hang like an anvil. Now let us compare the draught of the two types and see which is the true draught. On the M. C. B. type the draught is on the pivot pins; on one head the pin is on the right hand side, on the opposite head the pin is on the left. So the draught is from right to left from the engine to the last car or a seesaw pull all through the train.

Now the pull on the link and pin type is a straight line through the center of the train from the engine to the last car; consequently, the strain on the engine is a great deal less than it is with the M. C. B. type. Now, in running a curve, the link and pin will accommodate itself to the curve because it has the side motion which the M. C. B. type has not; you have got to get a coupler that

will accommodate itself to the curve, for the reason that the curve will not accommodate itself to the coupler.

Now to sum it all up, we want a switchman's and brakeman's type of coupler, that is an automatic link and pin coupler.—*A Brakeman in Railroad Car Journal.*

[Brakeman might have added, that some of the Master Car Builders vote for the M. C. B. coupler in the association, then go home and use a link and pin coupler by order of higher authority.—ED]

Gurney Surprised.

The following, which we quote from an Ontario paper, explains how Bro. Gurney and his estimable wife were treated by their friends:

"W. C. Gurney, of 26 Center street, a popular conductor on the D. & H., and a highly esteemed member of Canton David Wilber, was thoroughly surprised last evening, just as the excitement created by the storm and deluge began to subside, to meet a party of brother conductors and Canton friends with wives and daughters, walking into his residence. Mr. Gurney, always brave in emergencies, behaved remarkably well, and after donning his good clothes, was led forth and seated in a handsome new upholstered chair and reminded that the 9th of August was his birthday. An excellent repast was soon served and the party with music and song and lively conversation, enjoyed themselves until the 'wee sma' hours.' Had it not been for the storm, which prevented many from attending, the house would have been filled to overflowing."

The *News* of August 10th stated that a surprise party visited Conductor Gurney, at his home on Center street, on the evening of his birthday, August 9th; also that on account of impassible streets many were prevented from being present. The disappointed parties determined not to be foiled or entirely left out. Accordingly, by a very secret arrangement, all things were made ready for the sequel or last act in the drama, to be performed at the regular Sabbath meeting of the Order of Conductors, which was held in their rooms Sunday afternoon. By a little ruse Mrs. Gurney was induced to go down town and into the meeting, when, to her great surprise, she beheld seated around the room, the ladies of the Woman's Auxiliary, of which she was a member. After the sacred services had been concluded, somewhere from the depths of an ante-room, was brought forth a very costly and beautiful chair, No. 2, and in a few well selected words presented to Mr. Gurney, who was completely taken by surprise and very much affected by this double token of kindness. The first chair was the gift of Canton David Wilber, the last one of the Conductors and the Ladies' Auxiliary of O. R. C.

LOUISVILLE, Ky., July 20, 1892.

Editor Railway Conductor:

Monon Division No. 89 is seldom heard from through your columns, but if you will pardon me for this intrusion and it don't fall into that dreadful waste basket, I will try, try again. Monon is in a flourishing condition and its members are working in harmony and good spirit. Nothing "goes" down here but O. R. C. A conductor traveling in this part of the moral vineyard, who don't belong to the Order, is not in it.

Every thing is working harmoniously on the old reliable Ellen N. Our division officers are pleasant and accommodating to all their employes. Mr. W. P. Pike, our division superintendent, is an old and trusty engineer, and I can frankly say, that there is no superintendent on any railroad who is held in higher esteem by the men under him than is Mr. Pike. Whatever he tells them, he means, and the employes have the utmost confidence in him. The same can be said of our trainmaster, Maj. John Gault, who is an old conductor.

There are two bills now pending in the legislature of this state, viz: The co-employes or fellow servant bill, which has passed the senate 23 for to 4 against, and prospects are very flattering for it to pass the house and become a law. Public sentiment is very strongly in its favor. The other bill is the competent employes act, and is similar to the law passed in Ohio last winter, except the Ohio law provides for two years firing and braking, where this specifies three years braking and four years firing before they can be promoted to the position of conductor and engineer respectively. There is no opposition to the last named bill except by the railroad machinists, who claim that it puts a hardship upon them. They also claim that they serve four years in a machine shop building engines and are fully competent to run a locomotive successfully just so soon as they learn the road. They are making a very strong fight against it through the master mechanics of the different roads in the state. They would not compromise or discuss with the engineers and firemen on the four year firing clause to which they objected, which looks bad on the part of the machinists, as organized labor.

Yours in P. F.,

B. N. ROLLER.

LEXINGTON, Ky., Sept. 18, 1892.

Mr. Jos. Ramsey, Jr., G. M. Big 4 Route:

DEAR SIR:—Division No. 239, of the O. R. C., directs us to convey to you in this manner its most profound appreciation of your kindness to

us in the the matter of our dead Brother, L. Keefe, who was a member of this division.

Through your ready help, we were enabled to be relieved of much that would have been otherwise a serious trouble to us while we were bearing our dead to his last resting place.

We shall always remember you kindly, and we have ordered a page of our journal set aside for the record of our grateful appreciation of your generous offices.

Respectfully,

A. W. STALEY,

C. C.

C. H. PETRY,

Sec.

LIVINGSTON, Montana, Oct. 13, 1892.

Editor Railway Conductor:

Livingston is noted as a very "windy" city, but from the amount of "wind" that appears in THE CONDUCTOR from Division 295, this idea appears erroneous. As this is our first anniversary, we think a little "breeze" from 295 would be acceptable.

We now enroll 38 members and our division is in a flourishing condition. We expect to give a ball December 8th which we intend to make one of the "swell" occasions of the season. Since passenger trains 2 and 3 were pulled off some of our "uniformed knights of the punch" have been decorating the hind end of a freight train—this also puts some of our members on the "smoky end" of the aforesaid freight.

Brother Heywood, much to our regret, has resigned his position and left for his old haunts in the east.

Brother Winston narrowly escaped a head-end collision the other day by meeting a rancher driving a mule team on the main track between stations. Luckily the occurrence took place on straight track, on a down grade, with the rancher descending and apparently complying strictly with the rules of the road in regard to speed—fifteen miles per hour. Owing to the close proximity of high bluffs on one side and the Yellowstone river on the other it was impossible for the rancher to either back up or turn around, and Brother Winston found it necessary to back up for a quarter of a mile to a convenient place for the rancher to take siding (?). Brother Winston's brakeman says that he learned more profanity on that trip than he ever heard before in all his life.

Brothers Loasby, O'Rourke, Winston, Barnes and Linck were touring it through the National Park during September. They were accompanied by Train Dispatcher Elliot and Engineer Dupiris.

Brother P. L. Batherick resumes his old run between Helena and Elkhorn October 1st, after a

hunting excursion of thirty days in the mountains. Brother B. S. Robertson will be out in a few days, having been confined to his room for the past week with an attack of rheumatism.

Some of the boys are rustling for a new watch, owing to the system of watch inspection recently adopted by the N. P. Ry. Brothers Laughlin, Loasby, Winston, O'Rourke, Gogerty, Batherick, Cooke, Oliver and Rolf are in the passenger service. Brothers Henly, Linck, Kersting, Dunn, Brandenburg, Johnson, Van Housen, Robertson, Barnes, Wilcox, Lester, Geswender, Woodworth, Kidd, Campbell, Olin, Earthman, Averill and Adams are in the "chain gang." Brothers Bergh and Gray are on work trains, and our extra conductors are Brothers Bodle, Fullerton, Gibson, Sloman, Dodds, Connors and Clark. We will not dwell on the popular theme of "seniority," but will say we expect to have the "percentage" plan adopted on the North Pacific system by the first of the year.

Hoping this gentle zephyr will be accepted,
I remain yours in P. F.,

CYCLONE.

EAGLE GROVE, Sept. 11, 1892.

Editor Railway Conductor:

Division was called to order at 2 p. m. by Chief Conductor James Sterling, who opened the division in due form. Number present 21.

As I entered the division room I noticed a number of familiar faces whose homes were at the distant railway terminals, Tama, Des Moines and Hawarden. All of them are members of No. 164, but almost strangers to the division room, and nearly twice the usual number in attendance, indicating to me that some business of importance was to be transacted.

The usual routine of business was dispatched down to initiations, promotions and advancements. This found us with Bro. T. B. Holly waiting for the second and third degrees, which we demonstrated to him in a manner that he will not forget, nor will we, for he responded with a choice box of cigars, and the boys proceeded to enjoy them in the usual manner.

Bro. Winebrenner, who had come from Hawarden (145 miles away, as did also Bro. Charles Berry), was called to the altar by Chief Conductor James Sterling, who also called upon Bro. W. R. Hammond to officiate in the presentation of a silver lantern, which cost the division \$50, while attached to the bail of the lantern was a purse of \$100. This present was presented to Brother "Wine" as a token of our appreciation of his labors in behalf of the Order and its members. Bro. Hammond made the presentation in the following well chosen remarks:

Brother Winebrenner:

Allow me, on behalf of the members of Eagle Grove Division 164, Order of Railway Conduc-

tors, to present you with this lamp and the purse of money hereto attached. It is the wish of its donors that you will not put your light under a bushel, and thus give provocation for the unregenerated to say: He loves darkness rather than light, because his deeds are evil, but may your light so shine that your good works in the future, as in the past, may be made manifest.

The purse is to impress on your mind the fact that adversity is sometimes the sorrowful lot of the honest and industrious man, and that a lamp without oil availeth nothing.

May you ever keep your lamp oiled, trimmed and burning, that when the bridegroom cometh you may occupy the head of the table at the marriage feast, and not like the foolish virgin, stand in a dark alley and beg the cook to hand a sandwich out of the back window.

And in the presentation of this gift its donors do not wish you to accept it for its intrinsic value, but as a slight token of the high appreciation in which you are held by the members of this Order, and for your manly qualities, untiring efforts and arduous labor in upholding the tenets of our Order, and in protecting the oppressed as against the oppressor; and when the inevitable "Father Time" has supplanted those raven locks of yours with his silver threads and your eyes behold that gift, may your mind revert to this occasion and find contentment in knowing that it was more blessed for us to give than to receive.

And when you have run your last train safely across the Dark River, and collected your last cash fare and delivered the same—as you should—to the Father of all good, may He say then, as from the bottom of our hearts we say to-day, "Well done, thou good and faithful servant."

Bro. "Wine" was non-plussed, and for a moment could hardly find words to express his surprise. But soon recovering, made a reply equal to the occasion, in which he congratulated us in our efforts as a division equal to almost any emergency; where, indeed, justice, Brotherly love and perpetual friendship must surely exist.

Yours in P. F., S. & T. 164.

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CEDAR RAPIDS, October 10, 1892.

Editor Railway Conductor:

On the 9th inst., Brother Garretson and I organized Illinois Division No. 337, at Chicago, Ill. Out of a list of 20 applicants, 16 were present, and no division of the Order was ever organized out of more likely or promising material. We were kindly and ably assisted by Bros. Stimson, Sadd, Connors, Kilpatrick, Millard and Fleming, of No. 1; Cruely, of No. 41, and several other Brothers whose names I am unable to recall.

The new division will meet on the second and fourth Sundays of each month at 2 p. m., in Le Grand Hall, corner of Wells and Kinzie streets, Chicago. I hope all who can, will visit them and lend them such encouragement and assistance as is possible, thereby helping them to carry out

their determination to make Division 337 second to none in the Order.

Prophesying a bright future for the division, and thanking those who so kindly assisted us in the organization,

I am yours in P. F. E. E. C.

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OTTUMWA, Ia., Sept. 14, 1892.

M. N. Goss, St. Paul, Minn.

Dear Sir: I have this day received your letter with draft for payment of the insurance due me. Please accept my thanks for your promptness in this matter; also allow me, through you, to thank the Order of Railway Conductors. This money is a sad gift to me, as it recalls most forcibly the terrible and irreparable loss of my dearest brother. However, I accept it as a token of his loving forethought for me. Once more accept my thanks for your kindness in the matter.

Yours sincerely, LIZZIE MADIGAN.

A Suggestion.

Suppose the Brotherhood of Conductors, Engineers and Firemen consider the matter of applying to the managers of the World's Fair at Chicago for a day to be called Railroad Day, when the railroad managers and employes could confer on the mutual interests of the roads and employes. And then and there consult on the advisability of asking the states to fall in line to enact laws forbidding the running of trains on the Sabbath day. OLD CONDUCTOR.

Mt. Holly, Ga., July 26, 1892.

An exchange states that in Holland, owing to the intemperance of the men, the railroads have "manned" their switches by women. It should be remembered in this connection, that in Holland, the fields and fishing boats are largely "manned" by women, also; whether the kitchens are "womened" by men or not, is not stated.

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At the recent convention of the B. of L. E., Grand Master Sargent was re-elected by a practically unanimous vote. Vice Grand Master Hanrahan and Grand Secretary Debs were elected by acclamation; the latter declined. Although it was only after he explained that he was not in harmony with the organization, that the declination would be listened to. Mr. Debs said that an organization of this kind should be divorced from an insurance company, as thousands of men are expelled because they cannot maintain that branch, and when expelled they are stigmatized as non-union men or scabs. The idea advanced by Bro. Debs will be a new one to many, as it has been and still is the opinion of a large majority, that the insurance is a valuable and strengthening feature of the organizations. With the B. of L. F. the insurance is compulsory and we believe, a fixed amount. It would seem to us that the proper remedy would be a graded insurance, in which the poorest could participate without hardship. F. M. Arnold, a past Grand Master, was elected Grand Secretary and Treasurer, and Bro. Debs was continued as editor of the *Magazine*. A committee of three, with Grand Master Sargent, as chairman was appointed on "federation," with power to act.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WHO ARE THE "TRAITORS?"

It is a somewhat difficult matter to fairly place the responsibility for an article which appears in the September issue of the *Switchmen's Journal* as an editorial and a few days later appears verbatim in the *St. Louis Chronicle*, over the signature of L. W. Rogers, under the title of "Traitors to Labor." Were it not for the latter appearance there would, of course, be no question as to the official publication of the S. M. A. A. bearing the whole and undivided responsibility, though no one at all acquainted with the editor of the *Age of Labor* and his writing, would for a moment accuse *de jure* Editor Sweeney of writing it, and THE CONDUCTOR finds it difficult to believe that Grand Master Sweeney ever saw the article before its appearance in the columns of the *Journal* or that he was fully informed as to its character. Certainly his opinions have materially changed since he left Buffalo after the conference which he asked for, or he did not truthfully express himself there, if the article in question is a correct expression of his views, and be that as it may, it cannot be a matter upon which he can congratulate himself that *Journal* editorials appear as original articles from others, before the ink has hardly had time to dry on the *Journal*. We believe the article in question will defeat its own object from the very intemperateness of the attack upon the men whom it brands as "traitors," and we believe that those who are informed as to facts will seriously ask the question that is at the head of this brief comment, the purpose of which is to call attention to some facts and induce our readers to carefully consider the matter.

The article in question starts out with a plea for the justness of the cause of the striking switchmen at Buffalo, and then accuses Sargent, Wilkinson and Clark of being "traitors," because

they declined to violate the law made for their guidance and obedience by the men who placed them in the positions they hold, to see that those laws are obeyed and respected. There is room for much criticism of the Buffalo strike; of its conduct and the actions of those engaged in it; charity for those with whom we sympathize bids us refrain from any attempt to show why, in the absence of any preventing law, it would not only have been unwise, but unjust and suicidal for the other organizations to engage in it after ~~the~~ lost by the switchmen and to pass over in ~~the~~ the sympathetic plea with which the ~~the~~ opens.

The *Journal* complains bitterly, as do we all, when the corporation organs accuse us of anarchy and law-breaking, but how can we consistently complain hereafter when the official publication of the switchmen condemns other organizations and their officers for *not* breaking their own laws? When it slightly and insultingly refers to those laws as "a piece of printed paper?" One of the most serious charges against organized labor is that it will not and does not respect even its own laws, and how can members be expected to respect or obey, when officers set them at naught and openly counsel violation? The principal, and in fact, only reason for the distrust so often expressed of the switchmen and their organization is that they only respect their own law when it is convenient for them to do so. It is true, as we regret to be obliged to confess, that the skirts of others are not entirely clear of this, though none but the S. M. A. A. have erred so often, and certainly no others have openly counseled violation, and it is disregard of their own laws that has more than once placed the S. M. A. A. in a bitterly humiliating position.

The accusation that "the three men in question

went to Buffalo full of hostility for the switchmen and devoutly wished for their defeat," is, as the writer of the article knew when it was penned, a falsehood. THE CONDUCTOR has no special call to defend Messrs. Wilkinson and Sargent, but it all times and under all circumstances speaks its opinion of any such attempt to blacken the character of any person, and it deprecates, as we have frequently stated in the past, the readiness with which some of those who claim to be in sympathy with labor, make false and unfounded accusations against others, and we can only draw the conclusion that they are the result in almost every case, and particularly in this one, of disappointed ambition and a desire for revenge for fancied wrongs.

"They had not the slightest intention of assisting the strikers and knew the text of their constitutions at home quite as well as after they got to Buffalo. Their course is most remarkable in view of the fact that when the Canadian Pacific discharged all conductors and brakemen last March, the first act of Clark and Wilkinson was to telegraph Sweeney imploring assistance on the ground that the company 'refused to treat with us as representatives of organized labor.'" The above paragraph is remarkable principally for the ignorance or mendacity of the writer. We do not pretend to know what the motives of Sargent and Wilkinson were when they went to Buffalo; they were asked for no assistance prior to their arrival, but were simply asked to come there to confer with Sweeney. In the absence of the slightest evidence to the contrary, we believe that it is only fair to credit both gentlemen with honorable motives and kindly feeling for the switchmen and their organization. As for Clark, we know that he went with a sincere purpose to aid the strikers in any way possible, though the result of his compliance with the request to come to Buffalo was freely discussed before he left the office and he fully appreciated the fact that he would be accused of enmity to the switchmen unless he did what he of course knew before he left here, was not only illegal but unwise and unjust, and the accusation now made is not a surprise, though its source is surprising to us. The Canadian Pacific did not discharge all conductors and brakemen and Sweeney was not "implored" to give assistance. Just as soon as the strike on the Canadian Pacific was declared, Clark sent the following message to the executives of all the other organizations, including the grand master of the S. M. A. A.:

"Legal strike conductors and trainmen declared on Canadian Pacific west of Fort William, to-night."

This message was sent from Cedar Rapids and to the date of this writing no reply has ever been received from the grand master of the S. M. A. A., nor the slightest acknowledgement of its receipt. On the same date, March 16th, Wilkinson sent Sweeney a message stating that the C. P. had locked out conductors and brakemen who refused to withdraw from the organizations and stand by the company in case of a strike. This message contained the following: "So far as is consistent with your laws, we appeal to you to aid us to the extent of your ability." It was sent without Clark's knowledge, but as he did not notify Sweeney to the contrary, he, of course, had a right to consider it an appeal for aid from the Order and the Trainmen. But it will be particularly noticed that this appeal did not request a violation of law, but was simply to request only that which could be given *consistently with the laws* of the S. M. A. A., and we now wish to ask the editor of the *Age of Labor* what assistance was given in response to this request? Sweeney replied to it, that his members would not interfere, but no assistance was given, and those interested had just as much, if not more, reason to denounce Sweeney as a "traitor" and to accuse him of enmity toward the conductors and brakemen and a desire for their defeat than the switchmen or their injudicious ally has to cry traitor now. The statement that the C. P. strike was won by the help of those who had no grievance and no constitutional right to strike, is false, as we believe the author of the article well knew, for we credit him with too much intelligence to be ignorant. He will probably plead not guilty and that he refers to the engineers who acted as arbitrators, but the sentence is none the less false, for its very apparent intent is to persuade its readers that the switchmen *did* aid the strikers and that it was by their aid that the strike was won, but if there was a member or officer of the S. M. A. A. who in the slightest degree interested himself or in any way aided the strikers, will the *Journal* (or the *St. Louis Chronicle*,) kindly advise us. The Order of Railway Conductors and its officers highly appreciated the feeling which induced prominent members of the B. of L. E. to proffer their services to bring about a settlement, and we believe the same is true of the B. of R. T. and its officers, but the engineers were not asked to violate their laws nor to strike in violation of them; they were not even asked not to haul trains manned by scabs, and notwithstanding the effort of the article to influence a belief that the switchmen won the C. P. strike for the conductors and brakemen, they did absolutely nothing, and the officers did not even express a friendly wish; while it is a fact that the

grand chief of the B. of L. E. and the grand master of the B. of L. F. did respond promptly with good wishes and the offer of such assistance as they could legally give.

Brother Clark went to Buffalo at a considerable expense to himself personally, postponing other important business in order to comply with Sweeney's request for a conference and with a definite purpose to give such aid to the strikers and to the grand master of the S. M. A. A. as he could. We believe that the others went with just as sincere a purpose, and we further believe that they *did* give material aid and that the effect to the strikers and their organization would have been far more disastrous than it was, had it not been for the influence of these three men in the conference. The strike was definitely and finally lost before the conference was asked for and those who were asked to come to Buffalo were never notified of the strike in any way and did not even know that it was legally authorized until their arrival in Buffalo. It is also stated that the "rank and file were eager" to engage in a strike to aid the switchmen. This is another falsehood, as the "rank and file" were not eager to strike, but on the contrary, so far as members of the Order were concerned, they unanimously expressed the opinion that the strike was lost and that it was extremely unfair for the switchmen to ask or even expect that other employes should strike on lines between Buffalo and New York and between Buffalo and Chicago when the switchmen at every point except Buffalo, on all the roads interested, were working regularly. In other words Sweeney could not, or at least did not, induce his own men to aid their Buffalo brethren, but it seems expected the brakemen, conductors and firemen to strike to aid them, while their own members continued at work, and because of their declination to be so foolishly involved in a lost cause, they are "traitors."

We say brakemen, conductors and firemen only, because it seems nothing was expected from the engineers, and the *Journal* has no word of censure for their grand chief, who declined to respond to the call for a conference.

The article, as it appear in the *Chronicle*, is extended somewhat and the extension is in the way of a requiem for railway organizations, which Mr. Rogers pronounces dead beyond resurrection. Some of these organizations have been pronounced dead heretofore, the funeral procession marshaled and the eulogies pronounced, and they are yet on earth. In fact, they have an obstinate habit of declining to die in accordance with the pronouncements of would-be autocrats and dictators who assume to direct the labor world, and

it is quite probable that they may follow the established precedent in this instance and decline to be dead or even to discontinue procuring benefits for their members, just as they have in the past. With the facts before them, railway employes will not be long in deciding as to who are "traitors" to the organizations, and the cause of labor and their decision will entirely acquit executives who decline to violate law and sacrifice their own members in a hopeless cause that was lost by mismanagement from its incipency, and so plainly lost that switchmen employed by the roads involved refused to join in the melee. They *may* not so readily acquit the self-appointed leaders and prophets whose disappointed ambition leads them to accuse of dishonesty and treason all who differ with them and whose consuming jealousy of the success of others impels them to endeavor to tear down rather than build up, unless they can be the dictators. Just how far the fact that Mr. Rogers is not now a member of any railway organization and probably cannot be a member of any, influences his opinion, that organization of railway employes is a failure we leave our readers to determine.

THE WAGES OF RAILWAY EMPLOYEES.

The *Railway Age* for September 30th, publishes an article under the heading of "The Wages of Railway Employes," in which it attempts to prove that no increase can be made in the present wages paid to employes. It says:

There are about 860,000 employes in the service of the railways of the United States. An increase in wages of 30 cents a day to all employes (supposing one-half of the entire number to work on Sundays and the other half to be paid for only six days in the week) would make—being \$101.70 to the man a year—a total increase in payment for wages on all the railways of \$87,000,000 annually. But during the year 1891 the entire amount of money paid in dividends on all the stock of all the railways of the country only amounted to \$89,000,000. So that a general increase in wages of only 30 cents a day would just about wipe out the entire revenue of the railways of the United States available for dividends.

As a matter of fact the results would be even more appalling than the above statement indicates.

The dividends which are paid are paid on the stock of a comparatively small number of companies. Of the entire amount of stock of all railways in the country (amounting to some \$4,500,000,000) nearly \$3,000,000,000 are already unproductive of revenue, or about 64 per cent. The least productive lines of course are those of the west and southwest. But the employes are scattered all over the country, and the burden of increased wage payment would have to be borne in the southwest as well as in New England. Thus, there are 20,000 employes in the state of Texas—which at 30 cents a day amounts to over \$2,000,000.

000 annually. But in the interstate commerce commission's territorial division, which includes the state of Texas, the "total dividends" were something less than \$4,000, and, in the language of the statistician to the commission, "net earnings were a minus quantity." Where would those \$2,000,000 for an increase in wages come from? Where is any increase in expenses, for that matter, for wages or any other purpose, to come from for the railways of Texas?

Take again any of the larger granger roads, employing from 25,000 to 30,000 men. The increase of 30 cents a day would mean to such a road from \$2,500,000 to \$3,000,000 a year. What road could pay that?

A general increase of wages to all railway employes of even 10 cents a day would, within two years, send two-thirds at least of the companies, which are nominally solvent to-day, into bankruptcy; and would produce such a universal panic, such an utter wreck of credit, that every employe would suffer fifty times more than he would gain by any advance.

These are facts. Anybody can verify the figures in a few minutes. But we conjecture that they are facts which neither the railway employes, as a whole, nor the public at all understand at present.

It is unquestionably hard for a man to work and have to support himself and perhaps a family on \$1.50 or \$1.80 a day. But it is also hard for the people who have saved up their money all their lives and invested in railway securities, to find, in their old age, that the securities are worthless. At present the amount of money paid annually in their pay rolls by all the railway companies of the country is about \$250,000,000—though there have not apparently been any exact figures compiled covering this question. The amount paid to stockholders is, as has been said, \$89,000,000. It is impossible to strike a balance and say what would be a just proportion for the stockholders and the laborers respectively to receive of the proceeds of the railways. Of course without the laborers the stockholders' property would produce no revenue at all. And conversely without the stockholders there would be no property for the laborers to be engaged upon. The difference, however, is that the pay rolls must be paid, while a dividend can be passed.

Both the railway owners and the railway employes have suffered enough under stress of the constantly declining rates through the united influence of excessive competition and adverse legislation. The owners have suffered most and their profits have now been reduced to a point where any material increase in wages at their expense is out of the question. Even a total sacrifice of their entire interests would afford only a trifling relief when divided among all the employes. With rates and earnings at their present level any general increase of wages on railways is hopelessly impossible. But a general increase is only an aggregation of individual increases, and before any particular class of railway men make up their minds that they are aggrieved and ought to receive higher pay, it is well that they should understand these facts. Before they can pay more money the railways must earn more. They cannot, for any length of time, pay out moneys which they do not receive.

The trouble with the article and with the position of the *Age*, is that its argument is founded upon the assumption that no matter what the indebtedness or stock of a railway company is, it should pay a dividend upon both, and that a railway that actually cost and is actually worth, according to the sworn testimony of its owners and representatives, but \$8,000 or \$10,000 per mile, should pay a dividend on capitalization of \$40,000 to \$60,000 per mile. It utterly ignores the fact that in many instances the bonds alone represent more than the cost or honest value of the road, and that the stock was a gratuity to the bond purchasers, and that in the majority of cases the bondholders who are pretty certain to get a fair rate of interest on a considerably larger sum than they originally invested, also hold the stock. That a general increase of wages would place many roads in the hands of receivers is not altogether improbable, but that employes would suffer thereby is not so certain nor is it even probable in our opinion. That they would suffer "fifty times more than would be gained by any advance," is a statement that is simply absurd. It is a fact that, as a rule, employes are better paid on a road that is in a receivers hands than on many others, and the *Age* will find it a difficult matter to sustain its assertion by a single instance in the past. If a sale under foreclosure meant a reorganization at a fair valuation, it would be an unmixed benefit if a great many railways were forced into bankruptcy, but unfortunately it does not mean anything of the kind. The heavy bondholders freeze out the smaller ones and any outside stockholders, buy the road, and immediately issue to themselves a new supply of stock and recommence the wail of legislative restriction that will not allow them to earn a fair return upon their stock and even prevents them from doing justice to the employe. These facts have often been repeated, but are always ignored. If the employe is in duty bound to recoup the innocent stockholders who have purchased stock presented to the bondholders, than there should perhaps be no further advance in wages, but we can hardly bring ourselves to believe it is the duty of the employe to atone for the wrong doings of others. The time is coming when some of the water will be squeezed out of railway stocks and bonds, and when it does come, it will be demonstrated that there is room for an increase in wages, a decrease in rates, and yet the roads be able to pay a fair return on the value of the properties. If southwestern roads are such poor property, it is singular that New York millionaires hang on to them with such tenacity and that they are continually adding to their millions by these same roads. If Texas roads are as bad as the *Age* would have us

believe and the writer were Wizard Gould for instance, he would immediately give them to his bitterest enemy. It is, alas, too true that "neither the railway employés as a whole nor the public, at all, understand" the facts, if "a total sacrifice of their (the owners') entire interests would afford only a trifling relief when divided among all the employés," and it leads us to wonder why railway owners so strenuously oppose all propositions looking to the purchase of the railways by the government. One would suppose that they would be glad indeed to be rid of them at any price, and that they would eagerly embrace any opportunity to unload such an unsatisfactory investment.

RATE REGULATION IN TEXAS.

The railway question in Texas seems to be somewhat mixed at present, the United States Circuit Court having virtually annulled the law providing for the commission as well as the rates fixed by it. The decision seems to be, not that the state has no right or power to restrict rates, but that it has no power to make rates so low that the railway companies can not make a fair return on the capital invested. We are not familiar with the law of Texas, but if it provides that the commission may make rates that shall compel the companies to operate their roads at a loss, and that shall prevent an appeal to the courts for a decision as to the reasonableness of the rates made, it certainly should be pronounced invalid. There certainly can be no question as to the right of a state to control railway rates within a reasonable limit as that right has been affirmed by the Supreme Court of the United States, and it has also been decided in a Federal Court, in an Iowa case, that the commissioner's rates shall be considered reasonable, and that if the companies appeal to the courts, the burden rests upon them to show that such rates are not reasonable. In the Texas cases, the contention seems to have been as to whether or not the commissioners rates should be enforced in advance of a decision of the courts; in an Iowa case, if we remember correctly, an injunction was issued prohibiting the enforcement of the commissioner's rates until such a decision could be had. We are not well enough informed as to the situation in Texas to form any kind of an opinion as to the justice of the rates fixed by the commission, but we do know that in some instances, those rates have been of benefit to the state and its citizens and railway employés. It is a fact that has been demonstrated too many times to be now questioned, that the great railway companies discriminate largely in favor of through freight, and in favor

of the large commercial centers as against any of the thriving local cities; the wholesale merchant in Dallas, Fort Worth or any other Texas town being at a disadvantage as compared to the St. Louis or New Orleans merchant. In any event it seems to us that it would be well for the employés of the state to be a little careful of their action and not permit themselves to be used by the corporations as against the people of Texas. The interests of all, as citizens of the state, are identical, and it is for the interests of the farmer as well as of the employé that the railroads should prosper, and that they should earn a fair return on the capital actually invested. It certainly is not to the interest of the employés that they should antagonize the great farming interests of the state, nor that either they or the farmer should assist the railroads to pay a dividend on stocks and bonds largely in excess of the actual value of the roads. Texas will have a railway commission; if the decision of Judge McCormick does, as it now seems, practically invalidate the entire commission law and makes the commission useless, and shall be affirmed by the Supreme Court, another law will soon be enacted that *will* be constitutional, and that the railways will not be able to set aside, and the state will regulate railway rates and prevent in some degree at least, the discrimination and extortion that has probably been practiced in Texas as well as in other states, and it seems to us that if the employés now take an active part in behalf of the corporations, it will simply result in their being finally ground between the upper and nether millstones of the corporations and the agricultural interests. We regret to note that political clubs are being formed, through the solicitation of corporation agents, whose avowed purpose is opposition to the commission. It certainly seems to us that no matter what the convictions of an employé may be, it would be much better for him to quietly act upon them and not make himself conspicuous by way of organizing against any legislation. A prominent conductor and member of the Order writes us from Denison, that the action of the commission has certainly made much more business for the railways in the state, and that home manufactories and industries have certainly been fostered and benefited by it. Another friend writes THE CONDUCTOR, that prior to the organization of the commission the S. P., H. & T. C., Tex. C. and the western division of the T. & P. railways hauled all their coal from the Indian territory because coal rates in Texas were so high that coal from the mines less than hundred miles west of Fort Worth could not be used, but that since the commissioner's rates have been in use, practically all the coal used has come from those

mines. Since the reduction of rates, the salt works on the T. & P. have been shipping twelve to fifteen cars of salt per day; and using eight to ten cars of coal per day; before the reduction, the salt industry was practically dead on account of prohibitory railway rates for the "short haul." Undoubtedly many other instances could be cited by those acquainted with the situation.

At a mass meeting held in Fort Worth in January last, by railway employes of the state, it was decided to request recognition of the employes and they named a member of the Order as a candidate to the state legislature. When the nominating convention was held, this member was defeated for the nomination by delegates, some of them railway officials, who were largely selected by employes, but who were influenced by the companies, who feared that they could not control this member in their own interests. This is the same old story; the companies promise anything and everything to the employes, but the moment they ask for any legislation, they find companies, unanimously arrayed against them. If the railway employes of Texas ever expect to gain anything in the way of legislation for themselves, or even hold what they have, they should not array themselves in opposition to that large class who are interested in fair and reasonable rates. Another intelligent conductor writing from the Lone Star state, says "the people—and by that I mean the large majority who are determined sooner or later, to put a stop to unjustly high rates, and to the unfair discriminations that now exist—are willing to give the employes a hearing and fair treatment at all times, and their representatives in the legislature are our friends if we do not make them enemies, but unfortunately, the poor, deluded employe, who thinks he is smart enough to take care of himself, always votes against his own interests, provided his employers give him a little "taffy." It seems to me it is nearly time they were opening their eyes, but they don't seem to learn anything."

THE B., C. R. & N. AND THE O. of R. T.

As is probably known to most of our readers before this time, the O. of R. T. and the B., C. R. & N. railway have been engaged in a struggle in which the former was defeated, and while we regret to be obliged to chronicle the defeat of any labor organization, there are some things connected with this strike which should be of benefit for the future.

So many conflicting and erroneous statements have been made in regard to the matter that, in

justice to ourselves and the Order, we deem it our duty to correct some of them.

In the first place the strike was, in our opinion, ill-advised and untimely. The B., C. R. & N. has a reputation for treating its employes better than almost any railroad in the country, and we know that the reputation is well-earned, and believe that there was really no cause for the strike. We do not care to take up the matter in detail and do not consider it necessary, further than to say that after the break in the ranks of the members, it should have been apparent to the officers of the organization, that no matter how just their cause might have been, it was a hopeless one. It has been stated in the daily papers that the company refused to recognize the organization and that this refusal was the principal cause of the strike. This is untrue. The organization was fully recognized and its committee and the grand officers received as representatives of the organization. The schedule requested by the telegraphers was agreed upon between Brother Ramsey and Superintendent Williams in every point but one, and that was the minimum salary for operators, Mr. Ramsey insisting that the minimum should be \$45 per month for every or any person who did any operating, while Mr. Williams declined to concede this point. He offered to make a \$45 minimum on the main line, but refused to do it on the branches. On this difference, and this alone, as we were informed by Grand Chief Ramsey himself, the strike was ordered. On the second day of the strike, the writer was asked by some of those interested to intercede and endeavor to procure a settlement. He did so, and, after an extended discussion, expressed the opinion to Messrs. Ramsey and Thurston that the strike was lost and advised them to accept the terms then offered. The strike was a failure from the start, for the reason that but comparatively few of the operators went out. The officers of the O. of R. T. claimed that from 160 to 200 men struck, but they were very badly informed, for, from the best information that we have been able to obtain from all sources, principally from trainmen, there were not to exceed 75 or 80 who really struck, for quite a number who made believe strike, were out only a few minutes in some instances and a few hours in others, and of over 1000 miles of road, there was not fifty where some one was not at work, and on some divisions not a single man went out. The other organizations have been censured for not joining in the fray, but it should be remembered that none of them were consulted in any way and no aid was asked until after the strike was lost, except that before any schedule had been formulated and while the O. of R. T. committee were talking

of preposterous demands which they said must be conceded or a strike would result, members of Valley City Division No. 58 were asked to pledge their support to the telegraphers in the event of a strike and without any opportunity of having any voice in the matter. This they very properly declined to do.

Finally, by request of Bro. Ramsey, Grand Chief Conductor Clark and the writer called on Mr. Williams to try again to find some way to end the strike. We found that gentleman very ready to discuss the matter and to demonstrate plainly the situation the road was in and his wish for a cessation of the trouble. On our return, the situation was plainly placed before Bro. Ramsey, and upon his expressing a willingness to declare the strike off, a memorandum of our understanding of the position of the company, as stated by Mr. Williams, was drawn up, and with this memorandum and an order from Bro. Ramsey ending the strike, we again returned to Mr. Williams' office, asked him to read the memorandum and, if correct, to certify it, and when he did so, the order ending the strike was given him. There was no agreement between the O. of R. T. and the company signed by any one. The only agreement in existence, is an agreement between Mr. Williams and the officers of the Order as to the correctness of the statements made by the latter to Bro. Ramsey. We believe that under the circumstances we obtained favorable terms for the telegraphers, as the company had it in its power to end the existence of the O. of R. T. on its lines, unless outside help was given them. It is a disagreeable fact, but one that is nevertheless true, that the telegraphers gained nothing and lost much, but there is nothing to be gained by misrepresentation, and the easiest way to dispose of a disagreeable truth is to face it squarely and manfully.

As to threats made that the telegraphers will take the places of the B. C. R. & N. conductors when they strike, only those who are as well informed (?) as are some of the editorial writers who have commented on the strike, can estimate them at their true value.

Much has also been said of the alleged action of the company in dismissing a train dispatcher for the sole purpose of disorganizing the telegraphers, and it is charged that the dismissal was solely because of his membership in the organization. The dispatcher in question is an old and warm personal friend of the writer, and no one regretted his dismissal more, yet as near as we are able to learn the facts, he deserved punishment, and the only question is, as to whether dismissal was not too severe, in considera-

tion of long years of service that had been given. A member of the Order who was slightly concerned in the same matter, would have had no reason to complain if he had received "ten days." The writer does not believe that a single person has ever been discriminated against on the B., C. R. & N. on account of membership in any organization, while on the contrary, we know that many employes have received favorable consideration because of their membership in organizations.

The break in the ranks of the O. of R. T., referred to above, was caused by the action of the Cedar Rapids train dispatchers, who at first were the prime movers in asking for a schedule, but who basely deserted their fellows. Had the dispatchers, who occupy a sort of semi-official position, kept their fingers out in the first place, there would have been no good cause for finding fault with them for aiding the company, but after using their "official" influence to get the operators into the trouble, their desertion deserves the severest censure.

SAFETY APPLIANCES AGAIN.

September 28th, in Chicago, was held a meeting of representatives of several of the railway organizations to discuss the coupler question. The meeting was called by Bro. A. D. Shaw, of the Yardmasters, and was attended by representatives of the O. of R. C., E. of R. T., S. M. A. A., B. of L. F., B. of L. E., Carmen and Car Inspectors. Bro. Shaw was selected as chairman and Bro. Coe, of the Switchmen, as secretary. After a full discussion, the following resolutions were adopted and a committee was appointed to draft a memorial to congress, which is to be presented by representatives from the organizations:

WHEREAS, The speedy adoption of some uniform type of automatic coupler and continuous power brakes is, to the employes, the essential point in this connection; be it

Resolved, That we endorse the amendment presented by Senator Cullom to House bill, Calendar No. 1048, H. R. 9350, with the exceptions following:

We believe the practical men who use these appliances to be more competent to express intelligent opinions as to the practicability of any device than those who have no practical experience, and believe they should have representation in the selection of any type or device to be used.

In the absence of any other amendments to the bill, we believe a limit should be placed upon the time within which the Interstate Commerce Commission shall decide upon the type to be used in case, under the provisions of the bill, the question comes to them for decision.

The bill, as it was amended by the Senate committee, is given below, and it will undoubtedly come before the Senate for action soon after the second session assembles. If passed by the Sen-

ate it must be returned to the House for re enactment as amended. There is little doubt but the House will pass favorably upon any bill satisfactory to the employes that may be passed by the Senate, but if employes wish to have any voice or representation in the choice of the coupler to be used, they should immediately bring all possible influence to bear upon Senators and Representatives. See and talk with them, explaining what is wanted. In districts where congressmen are to be chosen this fall, secure pledges from the candidates of all parties if possible, and impress upon their minds that we believe as a matter of right and justice and in the interest of life and limb, provision should be made for representation of the great organizations of employes in the selection of any coupler, for it is through your organizations that you can best be heard. If impossible to see them, write a personal letter to the Congressman from your district and to both the Senators from your state. Let every wife, mother, sister, daughter and sweetheart write. Such individual appeals are the ones that will influence action. Petitions are useless and but little, if any, attention is paid to them by anyone, for the reason that signatures to any kind of a petition can always be secured. It is the appeal from the home and the heart that will be heeded.

AN ACT to promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and the locomotives with driving wheel brakes, and for other purposes.

Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled:

Section 1. That from and after the first day of January, 1895, it shall be unlawful for any common carrier engaged in interstate commerce by railroad, to use on its lines any locomotive engine in moving interstate traffic not equipped with a power driving-wheel brake and appliances for operating the train brake system, or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brakes for that purpose

Sec. 2. That on and after the first day of January, 1898, it shall be unlawful for any such common carrier to haul or permit to be hauled or used on its line any car used in moving interstate traffic not equipped with couplers uniform in type and action, coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars. And said uniform automatic coupler shall always be of the standard type established by such common carriers controlling 75 per centum of the cars used in such traffic. Said common carriers shall report to the Interstate Commerce Commis-

sion within one year from the date of the passage of this act the standard type of automatic couplers so established, but on failure to do so the said commission shall designate and publish properly the type of couplers to be used.

Sec. 3. That when any person, firm, company or corporation engaged in interstate commerce by railroad shall have equipped a sufficient number of its cars to comply with the provisions of section one of this act, it may lawfully refuse to receive from connecting lines of road or shippers any cars not equipped sufficiently in accordance with the first section of this act, with such power or train brakes as will work and readily interchange with the brakes in use on its own cars, as required by this act.

Sec. 4. That from and after the first day of July, 1893, until otherwise ordered by the Interstate Commerce Commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure grab irons or hand holds in the ends and sides of each car for the greater security to men in coupling and uncoupling cars.

Sec. 5. That within 90 days from the passage of this act the American Railway Association is authorized hereby to designate to the Interstate Commerce Commission the standard height of drawbars for freight cars, measured perpendicular from the level of the top of the rails to the centers of the drawbars, and shall fix a maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the Interstate Commerce Commission, said commission shall at once give notice of the standard fixed upon to all common carriers, owners or lessees engaged in interstate commerce in the United States by such means as the commission may deem proper, and thereafter all cars built or sent to the shops for general repairs shall be of that standard. But should said association fail to determine a standard as above provided, it shall be the duty of the Interstate Commerce Commission to do so. And after July 1, 1893, no cars, either loaded or unloaded, shall be used in interstate traffic which do not comply with the standard above provided for.

Sec. 6. That any such common carrier using any locomotive engine, running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act, shall be liable to a penalty of \$100 for each and every such violation, to be recovered in a suit or suits to be brought by the United States District Attorney in the District Court of the United States having jurisdiction in the locality where such violation shall have been committed, and it shall be the duty of such District Attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the Interstate Commerce Commission to lodge with the proper District Attorneys information of any such violations as may come to its knowledge.

Sec. 7. That the Interstate Commerce Commission may from time to time, upon full hearing and for good cause, extend the period within which any common carrier shall comply with the provisions of this act.

A TWO AND ONE HALF MILLION STEAL.

There seems to be considerable dissatisfaction on account of the fact that the recent session of congress appropriated but half of the sum asked for by the management of the Columbian exhibition, but it certainly seems to us that such dissatisfaction can only arise from a misapprehension of the facts or on account of partisan feeling. When an exhibition in commemoration of the four hundredth anniversary of the discovery of America was first proposed, there was a great rivalry as to the location. A great many pledges were made to influence the action of congress in the selection of the place, and among them Chicago pledged itself that if that city was selected the government would not be asked for a cent of money—Chicago and its citizens would provide all the necessary capital—and it is fair to suppose that this pledge had no little influence in the selection. It therefore surprised a good many people when at the first opportunity, the management come to congress with a request for a gift of five millions. They did not ask, as in the case of the centennial exhibition, for a loan, but for a present of an enormous sum of money. The sum of five millions was not given, but half of it was, and a provision made for a special coinage of the sum into "souvenir" half dollars, and the thrifty management now proposes to make the full five millions by compelling the public to pay them a dollar or more for each one of these halves. It is stated that there is a "sucker born every minute," and if it is demonstrated that two and a half millions of people can be found who will buy these "souvenirs" we shall credit the absolute truth of the saying. There is a great out-cry about the hackmen of Chicago, who, it seems, have formed a "combine," and secured a contract with the management to furnish carriages on the opening day for \$22 each, the total amount of the contract being over \$20,000. So far as we are concerned, while we believe the charge of \$22 per day is robbery, it seems to us that it is simply robbery of robbers, and so we don't feel very bad over it, and very likely it will have an extremely good effect in the way of a warning of what may be expected by those who are expected to buy the half dollars at the dutchman's "one per cent" profit. It should be clearly understood by all that the Columbian exposition is not a government show, and that the men who control it are a corporation organized under the laws of Illinois to make money. They, or the most of them, are not "in it" for the glory of the United States, nor for "their health." It is purely and wholly a business matter, and they wish to discount possible failure in advance, by

putting into their pockets all that by any hook or crook they can succeed in plundering from others, and the hackmen of Chicago have only followed the example set for them by the management. Congress had already provided a liberal sum for the government building and exhibit, but if it was not sufficient there are few people who would object to a further appropriation of five or even ten millions of dollars if it should be confined to a government exhibit only, but when it comes to making an appropriation for a private corporation it is another matter entirely, and we can see no more reason why an Illinois corporation should receive a present of the people's money than that the Order of Railway Conductors should receive such a gift. All honor to those congressmen who openly and consistently opposed the robbery from beginning to end.

COMPULSORY INSURANCE.

When the Pennsylvania Relief Department was first organized and its regulations made public, THE RAILWAY CONDUCTORS' MONTHLY, then edited by the writer, criticised the plan, and one of the points to which we took exception was that it compelled the employé who became a member to sign what has long been known among employés as a "death warrant;" that is, an agreement or contract relieving the company from all liability for injury, no matter how occasioned. Subsequent to this criticism, it was announced that this and other objectionable features had been removed. In April, 1889, Geo. W. Look was injured on the "Pan Handle," and, being a member of the Relief, received some \$600 for disability. He claims to be permanently injured and has entered suit against the company for \$15,000, and for its defense the company sets up a rule of the Relief providing that members who draw a benefit from the Relief department release the company from liability. In some states there is a law making such a contract void and if we are not mistaken it has been held in some few courts that such a contract is void without any special provision in the law, as being against public policy. It is to be hoped that Ohio courts, where this suit is brought, will so hold, although no fault could be found if it should decide that the amount contributed by the company to the \$600 should be deducted from the amount of damages given. In that case it would be found that the company contributed but very little of the amount and that the employés have paid the most of it. Certainly the company should not be relieved from responsibility on account of any contributions made by its employés.



The *Galaxy of Music* for October, with its forty-four pages of vocal and instrumental gems, lies before us. Among the songs we find selections by Gounod, Reyloff, Randegger and Clifton. The instrumental part is by Delibes Spindler, Czibulka, etc. The price, 10 cents a copy or \$1 a year, is the most wonderful thing about the *Galaxy*. May be had from all news dealers or from the publisher, F. Trifet, 408 Washington street, Boston, Mass.

The *New York Musical Echo* is on our table and from this number we judge that it is a publication that will repay the attention of any musician. The June number contains three instrumental pieces and three new songs; any one of the six is worth more than the price of the number. The *Echo* is \$1 50 per annum or 15 cents per number and can be obtained through any music dealer or by addressing the publishers, The New York Musical Echo Co., Broadway Theatre building, New York.

The October number of *Scribner's Magazine* begins a group of articles on "The World's Fair at Chicago," with a picturesque description by H. C. Bunner of "The Making of the White City." Mr. Bunner looks with appreciation and surprise on the wonderful transformation which a year has made in the waste and desolate sandy plain which has now become the "site of such a group of buildings as has never before been assembled for such a purpose, on such a scale, within such a time, and in such condition."

Outing for October opens with the first installment of a descriptive article, "Through Darkest America," by Trumbull White. Tue author and his wife, last season, voyaged in a small canoe from Lake Superior through the little known boundary waters between Minnesota and northern Ontario, to the beautiful Lake of the Woods. Mrs. White is one of the first white women to traverse the route, and the many adventures which befell the lady and her husband are admirably described in a well-written article, which also carries numerous illustrations.

The Columbus interest culminates, as it should, in the October *Century*, contemporaneously with the celebration at New York and Chicago, the frontispiece being the newly brought out "Lotto" portrait of Columbus, owned by Mr. J. W. Ellsworth, of Chicago. It is accompanied by an explanatory paper by the critic John C. Van Dyke. In the same number, the Spanish statesman, Castelar, writes of Columbus's homeward voyage after the great discovery; and the architect Van Brunt describes the Fisheries building, the exquisite Art building, and the United States Government Building at the World's Fair. In addition

to this is an editorial on the Fair, in which it is declared that Chicago, in the housing of the World's Fair, has not only equaled but has surpassed Paris. The editor adds, "We shall have an exhibition more dignified, beautiful, and truly artistic than any the world has seen."

The October number of the *Jenness Miller Illustrated Monthly* is quite up to its usual high standard. The frontispiece is a handsome full-length portrait of a charming American girl who has become prominent in English social and political life—Lady Randolph Churchill. There is also a handsome picture and a kindly sketch of Baroness Burdett-Coutts, from the pen of Mrs. Augustus Sala. Mrs. Jenness Miller has a timely and interesting article, and other well-known writers contribute seasonable and interesting papers. A copy of "Comprehensive Physical Culture," by Mabel Jenness (an illustrated book of 227 pages) is given to each yearly subscriber sending \$1.

Very well informed people have but little conception of the ten great railways, whose net work of rails covers the United States—several of them have a length of more than ten thousand miles each. How these systems came to exist in their present vast dimensions, the territory which they cover, the causes which have led to their development and their future possibilities and probabilities, will form the subject of a series of papers which will appear in the *Cosmopolitan Magazine*. The first of this series is by President Plant, the head of the extensive Plant system of railways and steamers, and appears in the October issue of the *Cosmopolitan*, covering the system of railways east of the Alleghanies and south of the Potomac.

The October *St. Nicholas* ends the nineteenth volume. The shelf that holds these nineteen volumes is a full treasury of bright, instructive, helpful, and delightful reading for the young. The prospectus for the coming year is a proof that the magazine has no intention of resting upon its well-earned record.

"Volcanoes and Earthquakes" receive their full meed of notice in the October *St. Nicholas*. In pictures and in text is told the story of how and why the earth shakes and the volcanoes emit melted stone and fiery steam. Professor Chester and Mr. Charles F. Hartt explain the *modus*, and Mr. Ewing Gibson, of Charleston, S C., gives a thrilling account of the *operandi*,—to quote from the old darkey who exclaimed ruefully, "I un'erstan' all about that *modus* but whar am de *operanti*?" The pictures by Thomas Moran are beautiful black-and-white drawings, and are particularly pleasing in these days of photograph reproduction.

MENTIONS

The B. of K. T. organized a vigorous lodge in Quincy, Ills., recently, as we note from the *Quincy Daily Journal*.

THE CONDUCTOR is in receipt of an urgent invitation to attend a fair given by Palmetto Division No. 208 at Charleston.

H. P. Hull, of Kendrick, Idaho, requests J. S. Scott, who in 1884 was employed by the Missouri Pacific at Sedalia, to send his address.

President Sloan, of the Lackawanna, is vehement in his denial that his road is either secretly or openly a part of the Reading system.

It is reported that President Ingalls, in his report to the stockholders of the Chesapeake & Ohio, will recommend profit sharing with the employés.

An inquiry is made for the address of Wm. Alward, formerly employed as a conductor on the T & P. Send information to A. W. Spencer, El Paso, Texas.

A new division at Chicago, one at Duluth, Minn., and one at Eldorado, Kansas, are milestones in the progress of the Order planted during the past thirty days.

Trout? Well, we got 'em; plenty of 'em, and ones that weighed five pounds apiece; we hope to tell all about them in the next number if time permits.

Bro. E. D. Woodmansee writes an exultant little note to THE CONDUCTOR informing us of the arrival of a new daughter. Brother and Sister Woodmansee have the sincere congratulations of THE CONDUCTOR.

We are glad to note that the "Big Four" through Mr. Ramsey states explicitly that the extension of the "collector" system on that line is not a reflection upon its conductors. As the road has had some little experience with collectors, we believe Mr. Ramsey is sincere in his statement, and that the conductors are relieved of the train collections in order to enable them to give proper attention to their duties as conductors, and it certainly will be a relief to the conductor.

November 19th will occur the first annual ball of Chas. Murray Division No. 293, at Madison Hall, and members are invited to attend. The boys propose to demonstrate that they can manage a ball as well as a train.

October 27th, Division No. 83, at Galesburg, will dedicate a new hall with appropriate ceremonies, and in the evening will give a ball and banquet. Their friends are invited, and THE CONDUCTOR hopes to be represented.

James A. Sullivan, 218 Riverside avenue, Spokane Falls, Wash., inquires for J. B. Sisler, who was employed on the U. P. at Spokane in 1890, and who, Mr. Sullivan says, was a member of the Order, although this office has no record of the membership.

IRISH SETTER PUPPIES.—Chas. K. Farmer, late agent C. W. & M. R'y and U. S. Express, at Hartman, Mich., has sold his stock to railroad and express men all over the United States. The hunting qualities of his dogs have given universal satisfaction. Mention this paper if you want to buy one cheap.

We regret sincerely to announce a serious accident that recently occurred to the genial secretary of Ozark Division No. 30, at Springfield, Mo. Bro. J. L. Litten. Bro. Litten undertook to move a loaded gun from a carriage and it was in some way discharged, the load shattering his arm so badly as to necessitate amputation.

Sam Shale and Court Perry, two A. & P. conductors and members of the Order at Albuquerque, have run trains over the sands of the "Great American Desert" for many moons, but until recently, neither one attempted to travel over those sands barefoot. They did try it the other night, though, and as a consequence had their feet badly burned. They may be known to the "faithful" hereafter by the scars on their feet.

The "Big Four" are making an attempt to check tickets on their trains where the trains are fenced, by using a ticket with a coupon which is to be detached by the gateman who is to punch the date and train number in the part detached. This will be pleasant for passengers when there is a crowd, particularly those in the rear of the line who have to wait for the gateman to punch those that are ahead.

The S. M. A. A., at their convention in Dallas, defeated Grand Master Sweeney for re-election, and chose John Wilson, of LaCrosse, to succeed him. Bro. Sweeney was made editor and manager of the *Journal*.

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THE CONDUCTOR acknowledges, with thanks, an invitation to attend the opening of John Brown's Fort, at Chicago. Just what the "fort" is we do not know, but presume it is a reproduction of the Harper's Ferry Fort.

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The Cleveland *News and Herald* loses no opportunity to condemn labor organizations. The fact that the paper has had some difficulty with the Typographical Union in the past, may partially explain some of its utterances.

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The trial of J. B. Monroe, the leader of the miners in the recent Tennessee war, resulted in the disagreement of the jury, and Monroe was released on bail to await another trial. The jury grand investigating the trouble returned over 250 indictments, some of which are said to be for treason.

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E. D. Zeisel, formerly a train dispatcher on the C. & A., at Huntington, Ind., has recently located in Cedar Rapids as agent for the Guarantee Investment Company, of Nevada, Mo. Mr. Zeisel will have general charge of Iowa, and will be glad to explain the advantages of the bonds issued by the company.

**

The first annual convention of the International Brotherhood of Railway Track Foremen opened in Kansas City, on October 9th, Grand Chief Wilson presiding. There were 200 delegates present from the United States and Canada. The work of the convention was devoted chiefly to the revision of the constitution and by-laws. The purposes of the organization are beneficiary and do not contemplate strikes.

**

On the evening of September 28th, at Tower Hill, Ill., at the home of the bride's parents, Bro. John S. Scott, of St. Louis Division No. 3, was united in marriage to Miss Laura Middlesworth. THE CONDUCTOR acknowledges receipt of an invitation to be present, and we regret very much our inability to accept. The happy couple have our sincere congratulations and best possible wishes for a long and happy future.

**

It is stated that the commercial telegraphers have again perfected an organization and reports of a demand for an advance in wages and a general strike if such demand is refused, have been published all over the states. The *Telegrapher* advises the new organization to "keep still" and says "still waters run deep." Good advice, but so far as we have been able to learn, the "demand" and "strike" has been confined wholly to ambitious newspaper men and the new organization has kept its plans to itself so successfully that no one knows anything of the organization even, and don't it occur to the *Telegrapher* that self-laudation becomes tiresome and that the proverb it quotes might be applied to other than the commercial organization.

The railway employes in Chaffee and Fremont counties, in Colorado, have an excellent opportunity to benefit themselves and honor a deserving one of their number. Bro. M. J. Guerin has been nominated for the state legislature, and the employes should see to it that he is elected by a good round majority. He is an able and deserving man and one who cannot be swerved from the path of duty by trickery or chicanery of any kind, and in him not only railway employes, but all laboring men, will have a friend who will always have their interests at heart.

**

A correspondent writes us, calling attention to a communication in the August number, in which the democratic party is commended, and urges readers to support the "populist" party. The reference to a political party in the communication referred to was overlooked, or it would have been omitted, as it is the intention not to insert any discussion of parties or any partisan suggestions or recommendations of any kind. We will be glad to have correspondents discuss any principle that is of interest to railway employes, either as employes or citizens, but leave out partisanship.

**

It occurs to us that Mr. Frick has over-reached himself in causing the arrest of the advisory committee of the Homestead strikers for "treason," and that it will react upon himself and the Carnegie interests. We can hardly believe that the men are guilty of treason for resisting a reduction in wages or for opposing an armed body of aliens, who invaded Homestead for the particular purpose, as has been amply proven, of provoking a breach of the peace, and we don't think the public will believe it either.

**

The Neodesha *Register* commends THE CONDUCTOR for its article on the Kentucky legislation, and claims that the Employes Club will make defeat of legislation asked for by employes impossible. The claim is extremely stale in view of the past facts which are, that in every single instance where the "Club" has made any effort, its only result has been defeat of such legislation, and we challenge the *Register* or any person or publication to show an instance to the contrary. Space in THE CONDUCTOR, however, is too valuable to waste on dead issues or dying political organizations.

**

In company with Brothers Wilkinson, Wilkins and Clark, the writer enjoyed a pleasant visit to the office of the Railway Employes Industrial Banking Union recently. We found Messrs. Howe, Howard and Kneale of the company at home and snugly ensconced in pleasant rooms something in the neighborhood of half a mile above the level of Lake Michigan. They are on the fifteenth floor of the magnificent Masonic Temple, which is without doubt the finest building in Chicago, if not in the United States. Railway employes who visit the city are invited to call and will find a hearty welcome. We believe the plan on which the company operate to be an excellent one, and one which offers more advantages to the employe who wishes to save a part of his earnings, or to provide himself with a home, than any other.

Two orphan children inquire of the O. R. C. if any of their members know of their father, Asa G. Reyburn. He brought them two years ago to their grandfather's to live, the latter died over a year ago, leaving no means, and left them at the mercy of strangers. Reyburn was formerly a conductor on the Southern Pacific and on the Mexican Central, was also a Grand Army member. Will some one make two fatherless and motherless children happy by answering this and give them some information. A. H. King, box 352, Jamestown, N. Y.

**

Sam Sweet, assistant general freight agent of the Lake Erie & Western, tells this story of James H. Rice, which will be appreciated by railroad men who have passed through the same experience. Mr. Rice for a month or two was general manager, general superintendent, general freight agent and several other "generals" on a little road, which is now the Clover Leaf, and had his headquarters at Frankfort. One day an old farmer came in to ship a calf. The freight was figured out and amounted to ninety cents.

"Of course you will give me a pass so I can go along and take care of the calf," said Mr. Farmer. Mr. Rice turned to his clerk and told him to ascertain the fare to the point where the calf was to go. It was \$1.50.

"I'll tell you what we'll do, Mr. Farmer, said Mr. Rice, with that peculiar twinkle in his eye, "you pay your fare and I will pass the calf."—*Indianapolis News*.

**

That one American coin is worth \$2,000 seems almost impossible, yet that is a fact, and there are at least a hundred other varieties of United States coins which are worth over \$200 each. These include certain specimens of half dimes, quarters, dollars, etc. There are several hundred varieties of coins worth from five cents over face value to many dollars.

These premiums are paid by coin brokers, who sell to museums, numismatists and others. A leading broker is Mr. W. E. Skinner, of Boston, whose advertisement has appeared in these columns two years. He deals with all sorts of people, in all parts of the world. To railroad men and members of their families who have sent him coins, he has paid a vast amount of cash, because such persons are most likely to find valuable specimens on account of their business. Mr. Skinner has just issued a new catalogue, which is worth its weight in gold to every person who receives it.

He will send it by mail, postpaid, on receipt of two stamps, if you mention this publication.

**

Something entirely new in the way of an opportunity for investment is the Guarantee Investment Company, of Nevada, Mo., whose advertisement will be found in this number. At first sight the plan of this company seems to be something in the way of a lottery, and we are free to confess that we were so impressed by the first glance at their circulars. The fact, however, that such well known members of the Order as I. C. Van Slyke, of Fort Wayne; F. M. Sanders of St. Paul, and C. C. Scott, of Huntington, becoming interested, caused us to look into the matter a

little more carefully, and the result was that we are now in possession of some of the bonds issued by the company and believe it to be an extremely good investment. At their recent annual election of officers Bro. Van Slyke was elected vice president of the company. The bonds issued are for \$1,000 each and the first payment is \$10 each, with a monthly payment thereafter of \$1.25 each. Full information as to the payment of the bonds will be given on application to the company direct or to any of its agents. Bro. Van Slyke has the state of Indiana and Brothers Scott and Sanders, Iowa and Minnesota.

**

A very pleasant event took place on the Coast Line train which left the city at 6 o'clock yesterday afternoon for Isle of Hope.

After the train had passed the city limits and got well under way somebody pulled the bell rope, bringing the train to a stop. Passenger Isaac Beckett then rushed forward and informed Conductor Barbee that a row was in progress in the rear car and his services were required to quell the disturbance.

When Conductor Barbee reached the car he was confronted by a bevy of his regular passengers and was compelled to stand at attention while Mr. Julian Schley, in a few remarks appropriate to the occasion, presented him with a handsome gold watch.

Inside the case was the following inscription: "To A. M. Barbee, J., conductor Coast Line railroad, from Isle of Hope to Montgomery, passengers, summer of 1892."

Conductor Barbee was surprised, but managed to express his thanks. Conductor Barbee has distinguished himself during the season that is now drawing to a close by his attentiveness to the comfort of his passengers, and by his courtesy upon all occasions.

The handsome tribute was not undeserved.—*Savannah (Ga.) News*.

**

The city of Washington is an object of perennial interest to all patriotic Americans. Not alone because it is the great throbbing heart of the mightiest and grandest republic the earth has ever known, but also on account of its material magnificence. All Americans take pride in its beautiful avenues, majestic architectures, stately homes, and well-stored galleries and museums as things of grandeur and beauty in themselves; apart from the historic interest with which they are invested. It is a hope and aspiration of all "young America," at least, to some time or other visit the capital of his country.

The Baltimore & Ohio R. R. offers unequaled facilities in aid of this desire. All its through trains between New York, Philadelphia and Baltimore on the east, and Pittsburg, Cincinnati, St. Louis and Chicago on the west, pass through Washington. Its fast express trains are vestibuled from end to end and heated with steam. Pullman's latest and best productions in the way of sumptuous drawing room sleeping cars are attached to all its through trains. The present management of the B. & O. have made vast improvements in the last two years, and the road is to day one of the foremost passenger carrying lines in the country. Through tickets via B. & O. R. R. can be procured at all the principal ticket offices throughout the United States.

A PRETTY SURPRISE.—A beautifully illustrated and charmingly bound edition of Longfellow's "Evangeline," the most popular long poem ever published by an American author, and one of the most famous poems in the language, just published, is a pretty surprise for book lovers. It is in large type, numerous illustrations, very fine and heavy paper, gilt edges, remarkably handsome cloth binding, with gilt title and ornaments. No illustrated edition has ever before been published at less cost than \$1.50, and that is about what you might guess the price of this to be, but it isn't—it sells for only 19 cents! plus 6 cents for postage, if by mail. This covers only about the actual cost of manufacture by the one hundred thousand, the publisher's object being, not profit, but to show the book loving millions what he can do. His publications are not sold by dealers, but only direct; catalogue, over one hundred pages, a literary curiosity in its way, is sent for a 2 cent stamp. Every home in the land ought to have a copy of this *Evangeline*, so charmingly beautiful, as a poem, as a collection of artistic illustrations, and as a product of the book making art. Address, John B. Alden, Publisher, 57 Rose street, New York.

* *

No. 217, Conductor Pierce, will run from Ottawa to Chanutte ahead of time.

No. 217, Conductor Pierce, will leave Ottawa and run to Chanutte ahead of time.

This order is under discussion as to which is right. We have no knowledge of railroad affairs, but we can see a distinct difference in that. In the lower dispatch Conductor Pierce is instructed to leave Ottawa, while in the other it would appear he has no positive orders to leave Ottawa and that the dispatch would seem to indicate that Conductor Pierce must wait for more positive orders to leave.—*Chanutte Blade*.

If the intention of the order was for the train to leave Ottawa ahead of time, neither one is correct technically, though much depends on usage. On many roads the first form of order given above is generally understood to mean that the train to which it is given shall run ahead of time, and leave the station where the order is received ahead. The second form of order is worse than the first. Train 217 has a right to leave Ottawa given it by the schedule and it needs no order to leave; so far as the effect is concerned, the first form is the better one. The correct form of order to authorize 217 to leave Ottawa ahead of time would be, "run to Chanutte ahead of time leaving Ottawa ahead of time," though in actual use the last two words are generally omitted. If there are any stations between Ottawa and Chanutte the correct form of order would be, "run to Chanutte ahead of time, leaving all stations ahead."

* *

THE CONDUCTOR takes great pleasure in acknowledging the receipt of a line of the printed literature of a new organization, the Railway Employees' Industrial Banking Union, with headquarters at 1501 Masonic Temple, Chicago. Among its officers we find the following well-known railroad men: Geo. W. Howard, ex Grand Chief of the Brotherhood of Railway Conductors; Geo. G. Cochran, General Freight Traffic Manager of the Erie system; Augustus Newman, Assistant General Freight Agent, Chicago & Alton system; W. H. Harrison, Jr., Northwestern Passenger Agent,

Georgia Southern system, and W. B. Huskey, ex-Second Assistant Grand Engineer of the Brotherhood of Locomotive Engineers, whose names alone should be a guarantee of the solidity of this institution. The plan upon which the Union operates has been carefully prepared by some of the ablest experts in the banking and building loan line in this country and is copyrighted. We have carefully examined the same and must say it affords a much needed avenue for the profitable investment of the savings of railroad men, and offers far greater advantages than can be afforded under the old savings bank system. It is specially adapted to the needs of the railway men of our country, as it not only provides a member an opportunity to save and accumulate his earnings, but at the same time furnishes the possibility for himself and dependent ones to secure a home on the installment plan. These installments require no more per month than is usually paid for rent alone. In addition to this, it guarantees a protection which cannot exactly be termed a life or accident insurance, but a protective feature that provides a contingent fund for the protection of a brother member's savings or his home should accident, total disability or death overtake him. All of these advantages are furnished at no greater cost than the building loan itself. We welcome this new union to the field, and wish it every measure of success.

* *

THE CONDUCTOR scribe lays no claim to being a prophet or mind reader, and when he suggested that the editor of *The Federationist* would soon need the heartfelt sympathy of Patriot Crouse because of its belief that a fellow feeling should make them wondrous kind to each other, he was entirely ignorant of the fact that at the time of writing such expression, Brother Martin was in a position to demand the sympathy. He had been a candidate for a legislative nomination and was earnestly and energetically laboring for success, and there is yet in existence numerous bits of pasteboard distributed by the "lightning change" artist of Indianapolis bearing the words: "For Representative, Charles W. Martin, which were liberally distributed by the gentleman whose name they bore. While he was so engaged, however, events transpired which caused a change of conviction (?). Martin was expelled from the B. of L. F., and was soon informed that it would be useless for an expelled member of any organization to expect a nomination, and he published a card withdrawing from the race, alleging reasons which THE CONDUCTOR then, and yet, pronounces creditable ones, but which, unfortunately for Brother Martin, we now learn were untrue. At the time our opinion was expressed, "Patriot" Martin needed the sympathy, although we did not know it. It is a somewhat singular fact that the men who are most vigorous in the denunciation of all who oppose their ideas, applying to such the epithets of traitor, fool, scoundrel and calamityite, are recorded on the books of the organizations of which they were formerly members as, "ignominiously expelled," and it will cause many to wonder whether it is conviction or only "sour grapes" that disturbs their serenity.



**"Death lays his icy hands on kings,
Scepter and crown
Must tumble down,
And, in the dust, he equal made
With the poor crooked scythe and spade."**

Bakewell.

Death has crossed the threshold of Memphis Division and removed from his earthly labors, an earnest, honored and loved member, in the person of Preston Estell Bakewell. He was ever ready to proffer aid and sympathy to the needy and distressed, and his efforts in behalf of the Division and the organization made him a prominent member, who will be sorely missed. At a regular meeting of the division resolutions of sympathy and respect were adopted.

Dukehart.

But few of those who have traveled over the B. & O. Railway have failed to meet and remember Capt. Dukehart, one of the oldest employes of the road who has run a train on the eastern division ever since many of us were born. John Peck Dukehart departed this life September 27th, at his home in Baltimore. He was a consistent and worthy member of Collins Division No. 5, of the Order, and was respected and loved by all his fellows and brothers. Peace be to his ashes.

Grey.

Died, August 27th, of diphtheria, aged 7 years, James, son of Brother Thos. E. Grey and wife. The deeply bereaved parents will have the sympathy of many hearts who have followed a loved one to the last resting place.

Mills.

Died, August 1st, 1892, at the home of her mother, in North Vernon, Ind., Mrs. Floy Mills, aged 27 years. The deceased was the estimable wife of Mr. J. S. Mills, trainmaster for the Ohio & Mississippi Railway, on the Eastern, Middle and Louisville divisions.

"Joe," as he is familiarly called, having been located in Seymour for over twenty years, is well and favorably known to all employees of that line, and having in his official and private life won the good will of all with whom he was thrown in contact, the sympathy extended him is heartfelt and widespread. His young wife, formerly Miss Floy Andrews, was born and reared in North Vernon, where a large circle

of friends mourn her untimely death. Endowed with all the womanly qualifications that go to make a true woman and warm friend. Miss Andrews in her single life, and as the wife of Mr. Mills, was beloved by all. Possessed with peculiar traits of character essential to making friends, she always had them wherever she was known. Mrs. Floy Mills is dead, yet within the heart of her husband the sweet memory of their wedded life will always remain fresh. But one short year of happiness was theirs. Taken away in the full flush of healthy womanhood, when doubtless their burdens and cares seemed lightest, when their pathway was yet devoid of the thorns that naturally beset the footsteps of those farther along in wedded life, it would be a futile attempt to offer words of cheer to him that would entirely soothe the aching heart. Yet with the sympathy of near and dear friends the pain is partially assuaged and the burden lightened. The funeral of Mrs. Mills took place August 3d, from the residence of her mother, Mrs. Kate Andrews, and was largely attended, a special train having been run from Seymour, manned by employees who willingly donated their services in charge of the train. The floral offerings were many, prominent among which was the tribute of respect, representing "The Gates Ajar," sent by the conductors of the Ohio & Mississippi. To the husband and family the world is to-day dreary. Time, 'tis true, will greatly soften the heart and help the bereaved ones to be reconciled, but yet to him a place is vacant that no words of comfort can fill. Going sadly back to his accustomed duties he feels that, " 'tis all over." But a brief dream of happiness, and another life to begin anew. Yet with this comes the thought that in the great beyond one awaits his coming on the golden shore. A FRIEND.

Seymour, Ind., Aug. 22, 1892.

Pierce.

Wilmington Division No. 224 has been sorely stricken in the loss by death of Brother Wilson Pierce, a worthy and esteemed member of the division, whose absence will create a void difficult to fill. The division adopted resolutions of respect to his memory and sympathy for his bereaved family at its last regular meeting.

THE RAILWAY CONDUCTOR.

VOL. IX.

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NO. 11.



SOMETHING ABOUT ARBITRATION.

The subject of arbitration, owing to recent strikes, has become of so much interest that the article in the *Review of Reviews*, the substance of which is taken from a report on this subject drawn up by a commission appointed for the purpose by the government of New South Wales, is of special value. This report would be worth careful consideration at any time. The commission by which it was drawn was appointed just after the great strike of 1890, which nearly paralyzed the business of the colony. The commission consisted of eight laborers, eight employers and one LL. D., Hon. Andrew Garran. After the commission had examined many witnesses, Mr. Garran drew up a report consisting of 33 paragraphs, which after careful discussion was unanimously adopted. What makes this fact the more important is that the Australian colonies are the portion of the world where trades unionism is most developed and most powerful, and where capital has firmly organized itself to resist strikes and other like disturbances. The conclusions of the commission are as follows: That conciliation is the best method of settling strikes, and that if conciliation fails arbitration should be adopted; that there should be a state board of conciliation which should be set in motion at the application of one of the parties to a dispute; that in attempting to bring about conciliation this board should sit with representatives selected by the parties to the dispute, and that if conciliation fails the permanent part of the board should ar-

bitrate the dispute, but that its arbitration should be legally binding.

Before explaining the report further we must point out the distinction it makes between conciliation and arbitration. In conciliation both parties to the dispute come to a friendly agreement, but in arbitration some outside body decides the question under dispute. The report rightly states that conciliation is the best method of deciding labor troubles, since it leaves no heartburning behind; whereas under arbitration, one or both parties are liable to feel injured. The report does not propose that all disagreements between employers and laborers shall be presented to the state board; on the contrary it recognizes advantages in private conciliation and arbitration. The advantage of the state board would be that it would always be there, and that either party could call in its aid. The reason for not making the board's decisions binding are, first, that public opinion would make them practically binding, and, second, because it would be impossible to devise laws which would make them binding. If men were dissatisfied with their wages, they could always give notice and leave; if the employer was dissatisfied with his profits he could enter a new business; and how could the law prevent either of these contingencies?

Of course there would be difficulties in the way of one of our states adopting the recommendations of this report which New South Wales would not experience. The population of New

South Wales is almost entirely English speaking, and is in consequence anxious for the well-being of the colony. In this country many of our workmen are Germans and Italians, and care little or nothing for our country's welfare when it conflicts with their interests. There are many persons of foreign birth who have become thoroughly Americanized, and the children of foreigners generally regard the United States as their country, but we have an exceedingly large population in our midst with no patriotism for the United States. Naturally, such persons feel much less respect for the enactments of our various states than do the people of New South Wales for their government's decrees or decisions. Perhaps, too, Americans have less respect than most nations for mere law. But, in spite of all these facts, the report of the New South Wales commission will render us important aid, and may perhaps be accepted as a whole. It probably would not wholly put an end to strikes, but if it would mitigate them it would be well worth adopting.—*Commoner and Glassworker.*

Anarchists In High Places.

The *Homestead* has endeavored to keep its readers informed of the operations of the gigantic combine for the control of both the production and prices of anthracite coal, and also of the steps taken by the state authorities to restrain that combine. One reason for doing this has been that most of our readers are directly interested in the price of coal, but a stronger reason has been that from the inception of this mammoth combination it seemed evident that it must result in a trial of strength between corporate power and the state. Action by the state of New York took the form of a legislative committee, which, after the manner of a grand jury, has been examining witnesses and taking testimony in the case that will be available hereafter for use by the district attorney, and for the information of the state legislature. What the result of this enquiry will be it is of course impossible as yet to tell. Some startling facts have, however, been forced from leading members of the combine by the committee, among which is that the combine has already advanced the price of coal more than twenty-five per cent., for which no reason is, or can be given by the interested witnesses other than that the combine wanted larger profits upon its business. There is no pretense that the cost of production, or the free operation of the law of supply and demand, has had anything whatever to do with this increase in price.

In the state of New Jersey action took the form of a suit brought on behalf of the common-

wealth by the attorney general to have the lease of the New Jersey Central railroad to the Port Reading railroad, and also the tripartite agreement between the Central, Port Reading, and Philadelphia and Reading railroads, declared void, on the ground of being against public policy and illegal. These three roads control something more than one-half of the entire anthracite coal region. A few days ago, Chancellor McGill, of that state, rendered his decision in this case, holding that the combination must be dissolved because against public policy, in that it aims to create a monopoly in anthracite coal, an article of general consumption in the state, and illegal because the laws of the state expressly forbid such leases and combinations among railroads. The chancellor's decision is quite lengthy, exhaustive, and sweepingly in favor of the rights of the public. He holds that corporations that engage in public occupations are created by the state on the hypothesis that they will be of public benefit, and they may be restrained by injunction when any act of theirs tends to do public injury without waiting until all the monopoly possible is created. It directs the defendants to desist from further carrying into effect the lease and the tripartite agreement; that the Central do resume control of all its property and corporate duties, and that the other two railroads desist from controlling the road and franchises of the Central and intermeddling with it. It is probable that the combine will appeal from the decision, but the high standing of Chancellor McGill as a jurist gives hope that his decision will be sustained by the highest courts.

The real essence of this decision is, that it is the duty of the state, and the intention of the law, to protect the people from all manner of organized schemes for wholesale robbery under whatever guise they may appear. In its scope and logic it reaches not only the lease and tripartite agreement under consideration, but every other agreement and arrangement desired, or which tends towards the same ends which that lease and agreement were expected to accomplish. For the decision of this high tribunal the coal combine manifests utter contempt and defiance. Referring to it, the president of one of the principal railroads in the combination said:

The decision will of course, if not disturbed by a higher court, involve some changes in the form of operation. As to its bearing any actual results, it will have none.

And after giving certain alleged reasons why it will not, adds:

At the time the lease was made there was an agreement for an alternate contract which will accomplish the same results as the lease accomplished.

In effect these monopolistic conspirators against the public interests tell the court and country that they will tear up their old agreements, which are not at all essential to their purposes, and write out new ones; that, if this decision be not set aside, they will observe the *letter* of it, but they will ignore utterly its unquestionable *spirit* and intent. The attitude of these avaricious coal barons toward the constituted authorities is a thousand fold more contemptuous and defiant, than that which any considerable body of striking workmen have ever deliberately assumed in this country. The insane frenzy of the hour frequently drives some greater or less proportion of a body of strikers to deeds of lawlessness, but a deliberate, continued purpose of resistance to law and constituted authority is not found in any considerable number of strikers. Where a few workmen goaded by a powerful sense of real or supposed wrongs, do in hot blood for the space of an hour or a day what these rich corporation magnates do in cold blood, and in pursuance of a fixed, continuous, avowed purpose. If a handful, or a greater body of striking workmen, under the influence of mistaken ideas or pernicious leadership step outside the law and over-ride local authority temporarily in pursuit of a supposed remedy for real or fancied grievances, the whole military power of the commonwealth, if necessary, is brought into requisition to put them down, and all true lovers of law and order say this is as it should be. When a half score of anthracite coal barons are brought before the highest tribunal of a state, and ordered to desist from all schemes for robbery of the public, and particularly the one in which they are engaged, they answer that they will "change the forms of operations," but will "accomplish the *same results*" in another way, for which they have already made ample provision; and what have the lovers of law and order to say to such answer? For defiance of the constituted authorities, no worse in effect than this, a body of workmen would be shot down by an armed soldiery and public sentiment would pronounce it a necessity in order to preserve the country from anarchy; what then should be done with men of great wealth and intelligence whose acts bring about practical anarchy by a refusal to obey the spirit and intent of the laws as interpreted by the high tribunals of the land, and deny the power of the state to protect the people against whatever exactions and extortions they in their cupidity may choose to impose upon them. These are grave questions and call for thoughtful answers. These men and others of their class wield great power in making and unmaking the political agents who

make and execute our laws. There is a dangerous spirit of discontent with prevailing conditions throughout the country which will receive baneful stimulus from the spectacle of one class being permitted to treat constituted authorities with practical contempt, and go unpunished, because they are rich and powerful, and another class shot down, who are neither rich nor powerful, for a similar offense. We have been in the habit of looking for anarchists near the foot of the social ladder, and dealing out leaden and hempen arguments to them. The time seems to have come when we can find anarchists near the top of the social ladder and arguments will have to be found that will reach them also.—*The Homestead Des Moines, Iowa.*

Confederation Of Labor Organizations.

Organization is the first step in the emancipation of labor, and that is going forward satisfactorily. It is a prudent estimate to say that three millions of men and women are now marching under the banners of organized labor. The confederation of these organizations is now, more than at any previous period, enlisting the attention of the individual organizations, and the outlook for such a consummation is cheering. That confederation is essential to the protection of labor is one of those self-evident truths which is weakened by introducing proof. The present demands it, but as yet the demonstrations of opposing forces have not been such as to convince all "leaders" of its supreme necessity. It was the "Sumpter gun" that aroused the north from its lethargy, and labor is destined to listen to decrees which will sweep away objections as the wind scatters straws. Labor is not unobservant of the fact that capitalists are constantly forming alliances to secure, as they assert, reasonable returns for their investment, and these alliances in numerous instances have been pronounced flagrantly at war with the public welfare; and laws have been enacted to put an end to some of these piratical combinations—notably the interstate commerce law, and still later the law against trusts. Was it worth while to enact such legislation, and also to look into the character of the men against whose methods of enrichment the laws are intended to interpose barriers? Such inquiries have placed before the country hidden facts which have aroused universal alarm. It was proved that the purpose of those who controlled vast amounts of money was to enrich themselves regardless of the rights and welfare of others; that capitalists who usually rank as the highest type of the American citizen, pillars of society and church, distinguished in finance and com-

merce, the aristocracy of character and those qualities of head and heart which writers and talkers delight to dignify as the hopes of the country, organize alliances for the purpose of multiplying their millions by methods which the highest lawmaking power of the nation condemns by statutes with severe penalties attached. It is such things that have prompted labor to organize for its protection and to resist encroachments upon the dearest rights that ever aroused men to resistance.

Labor is conversant with all the facts relating to the character of the forces against which it is required to contend. It has seen press and pulpit enlisted in the ranks of its enemies. It has experienced in ten thousand ways the dominating power of wealth; and in its investigations for means of retrieval has decided upon organization, a movement which means vastly more than the enrollment of men in the numerous orders now conspicuously before the country. It means education, study, intellectual equipment for impending struggles to maintain independence and the dignity of American citizenship.

The more advanced members of these labor organizations believe that the *ultima thule* of organization is confederation. The power which confederation would confer is regarded as indispensable, and as discussion proceeds obstacles will disappear. The difficulties in the way of confederation are entirely foreign to the question of the necessity of the compact, and relate chiefly to the adjustment of the laws and regulations under which the confederated body would act. In this I refer more particularly to the organizations of railroad employes.

In taking a broader view of the labor field it is equally evident that confederation is steadily gaining powerful advocates. I am not disposed to be fanciful; the subject does not invite impractical theories—organization is an admitted power, and confederation multiplies that power indefinitely. In organization the victories and defeats of labor, though by no means balanced, bring to the front the fact that with confederation labor would be invincible. The dawning of the Christian era was ushered in by the shout, "Peace on earth." Peace has not come, nor can it come, while labor is shorn of its just dues. It is possible to have a peaceful revolution by the fiat of the ballot; it is possible to prevent war by being prepared for war; and it is possible to enthrone justice for labor by the confederation of labor organizations.—*Eugene V. Debs, in the American Journal of Politics*

Joy that isn't shared with somebody else dies young.

Our Wagonways.

It will astonish a great many persons to learn what a crushing mass of iniquities and drawbacks to civilization may be logically piled up on the account of bad wagon roads. A forcible movement is being pressed for a comprehensive exhibit at Chicago of everything which enters into road-making and maintenance, and the persons who are contributing to the effort have gathered together some remarkable arguments to impress upon our countrymen the importance of improving our internal highways. The movement is called "an uprising against the bondage which is upon the people that are hampered by poor means of communication—a protest against a tax indirectly placed upon every article of consumption." The tendency of population toward the cities, the abandonment of farms, and even the modern development of "slums," are largely ascribed to bad roads, which are said to be worse and more numerous here than in any other civilized country. Bad roads, it is argued, cause schools and churches to be neglected, prevent social intercourse in the country, and make life in the rural districts cheerless, isolated, and narrow.

The movement now under way is aimed toward utilizing a part of the exposition grounds at Chicago for a complete exhibit which shall show the people how to build and how to keep good roads, as well as teach them the almost vital need there is that we should all of us possess them. Very many of the implements and materials in use in road-building are included in the original classification of exhibits for the fair, and all are to be displayed there. But the movers for good roads say that the force of the display is greatly diluted, if not destroyed, by the manner in which it is to be made. It is to be scattered about in five buildings. In the Agricultural section will be shown methods of construction, machines and apparatus for road making, samples of wood-paving and the methods of treating wood to cause it to resist decay. In the Mining Building will be collected the stones, and stone mixtures or compounds, and the rock-crushers. Systems of drainage are classified for exhibition in the Transportation Building, while conduits, drains, sewers, bridges, working plans for paving and drainage, and the construction of roads and their maintenance, all belong to the department which exhibits in the Manufactures and Liberal Arts Building.

It would seem that the exhibitions in the Agricultural and Liberal Arts buildings either conflict with or parallel one another, but this is not the case, as one deals with roads from the farmer's and the other from the engineer's point of view

Either might be elaborated to comprehend the entire scheme, but the exposition officials, while asserting that they fully recognize the importance of the subject, declare that this is not practicable. Those who are combining for an effective display insist that they should have a building especially devoted to it, but the reply to this is that there is no room for such a building in Jackson Park. It will be a great pity if this best of all opportunities to educate the public in this direction cannot be fully embraced. We may feel sure that if it is not, it will not be due to any lack of energy and ardor on the part of the present reformers. In that case we shall not be surprised to see road-making and maintenance made the subject of a subsequent and especial exposition. The knowledge of what is lost by the neglect of our wagon-ways is daily extending, and with its spread is certain to come a more and more pressing demand for action that shall remove what is not merely a hinderance to progress, but a blot upon our national character.—*Harper's Weekly*.

A Man Strangles a Bear.

Fred Schofield went up to Huntington yesterday to visit his son, who is station agent there. He brought back with him a piece of bear meat, evidently off a year-old bruin. The animal from which the meat was cut was a fine a looking beast, and the meat indicates that it was in a healthy and lusty condition, which makes all the more strange the fact that it was killed by an unarmed man. He came upon the bear unexpectedly, and had no time to take out his pocket-knife before engaging it in conflict. He succeeded in grasping it by the throat and held it firmly, while it tore his clothes to shreds and ripped bits of bark and flesh off here and there with his powerful claws. He saw that his only hope for his life was to choke the bear to death, so that the more it struggled the tighter he held on, until it finally succumbed. When the man rose from the contest he was a pitiful looking sight indeed, his clothes being torn to shreds, and the marks of the cruel claws being visible on more than one part of his body. After recovering himself he took out his pocket-knife and bled the carcass so that the meat might be in good condition.

The above comes to us from Kansas with the inquiry, "How is the Bear?"

[The bear is alive "Johnny" and so is the "Tamer." LATER.—The bear is dead.]

Railroad Companies Interested in Good Roads.

Mr. Albert Pope, of Columbia bicycle fame, has sent the following letter to the railway presidents of the country:

"Permit me to urge upon your attention the great importance of good roads as feeders to railroads. Throughout the United States the condition of the common country roads is the index to the prosperity of railroads. When highways are impassable, freight and passenger earnings

are necessarily diminished and the price of railroad securities lowered; when the roads are in good condition, merchandise is accumulated at the depots, and in moving it trains are delayed and accidents increased. A uniform good condition of roads would enable railroads to handle freight more expeditiously and advantageously.

"Good roads are the means by which a country is built up populously and prosperously; bad roads delay civilization, and cause districts to be sparsely settled, and poverty and ignorance to abound.

"The railroad companies of this country, representing millions of employes and billions of capital, and controlled and directed by men of high intelligence, have a commanding influence in every legislative hall in the United States.

"Every railway corporation can request its officers, agents and employes to do what they can to create a right sentiment in regard to the improvement of highways in their respective neighborhoods; and all along the various lines depot masters and freight agents could report to a road department, established by the company, the condition of the roads in their towns and what is being done to improve them. These depot masters could be furnished from time to time with pamphlets containing instructions for the construction and maintenance of highways for distribution to persons doing business at their stations, and thus educate them how to build better roads, as well as teach them that better highways effect saving in transportation. Any railroad running through a territory having good roads must have a great advantage over a competing line with poor roads from its stations.

"The executive officers of a railroad corporation can instruct representatives in congress on the importance of better highways, so that favorable legislation may be secured; newspapers to whom railroad companies extend their patronage might be requested to devote space to agitating this matter.

"The building up of suburban districts, which is of such a profitable character to railroads, is first brought about by the construction of good roads by those who wish to sell land.

"Aside from the material advantages that may accrue to a railroad by its aiding in the work of agitating this subject, there is to be considered the broader question of the great benefits that might be conferred upon the entire community.

"Will you not aid this great movement which is of so much national importance.

"There will be sent to you a memorial to congress on the subject of roads, which contains the opinions of the following presidents of railroads:

Stuyvesant Fish, Illinois Central; M. E. Ingalls, Cleveland, Cincinnati, Chicago & St. Louis Railway; C. J. Ives, Burlington, Cedar Rapids & Northern Railway; W. C. Van Horne, Canadian Pacific Railway, and many others.

"Very truly yours,

"ALBERT A. POPE."

Boston, Mass., Sept. 26, 1892.

Which?

BY S. E. F.

A band of worshippers, devout,
Were giving thanks within; without
The tall and stately steel clad spire
Pointing upwards, like their desire,
Met the force of a blending blast,
Which spoiled the spire, then hurried past;
Bowed heads within, whose faith, intense,
Ascribed it unto Providence.

A good brother, of other creed,
Witnessing how, with awful speed,
Lightning ruined the tall steeple
Of the church, of other people,
Devoutly(?) said, "That such removal
But marked Divine disapproval;"
Those having no steeple at all
Cried "retribution," at the fall.

The architect, who it designed,
To a different view inclined,
The steel-clad tip not sharp enough
To divide the electric stuff
And lacking power to it guide,
Through want of guiding power died;
Looking at the devastation
He said, "Lack of insulation."

Two weary tramps, of "better days,"
Influenced by the sound of praise
And coming storm, had just drawn near
To gain a shelter and better hear.
The bolt when it the steeple cleft,
One of them took, the other left;
The spared one cried, "Just see my luck!
See Jack's fate, he sat where it struck."

An unbelieving agnostic,
With speech often very caustic,
Without belief, open to hope
When it entered his horoscope,
Did not try to give a reason
For the stroke, "but the storm season;"
He said, "Had brought the lightning's glance,
What followed was simply chance."

The Pass "Block" System.

Previous to the emancipation proclamation in slavery or slave holding days, the black man, in servitude, if caught away from his master's plan-

tation without a pass, was returned to his master by those in authority. A state of things whereby legally constituted officials provided for other duties were made guardians of the interests of each slave holding master with no expense to the master himself, or what might have been termed, "A Master's Agreement," mutually served to keep their slaves safely and completely dependent upon each owner for any privileges whatsoever away from their own plantation. Previous to the interstate commerce law railway men had almost unlimited privileges in pass liberties. Although that law placed no restrictions upon these privileges for bona fide railway employés, it legally and properly cut off an army of outside pass seekers. This at first gave much relief to railway officials. In time it occurred to them this law might be made to serve as an excuse for restricting the liberties of their men and give them a more thorough control of their movements. Whereupon "A Manager's Agreement" was entered into between themselves providing, that no employé of one line should be able to secure a pass from a foreign line without a request from the manager of the line to which he belonged, mutually protecting each other.

Men, who had grown old together in the service with officials who had been promoted from the ranks to office on other lines could make no more headway in securing passes from these same officials, without the "request," than the newest employé entered upon the rolls, although legal to grant them—thanks to the "agreement." While some brewer who shipped lots of beer, or butcher who shipped lots of meat, or some miller who shipped lots of flour, could command unlimited pass privileges, although contrary to law to grant them. Thus in some respects the condition of the black man before, and many white men since the war, have been reversed, principally by men, too young in slavery days to taste the delights of slave holding, yet masters in forging fetters, circumscribing the railway employé nearly as much, through his necessity, as the plantation masters did the black man previous to the civil war.

The block system of running trains has been adopted by many lines; some lines hesitate to adopt it on account of the expense. Every time an accident calls attention to its necessity where it is lacking, a spasm of activity towards its adoption takes place upon the lines at fault. Upon the other hand, there was no hesitancy upon the part of the managers about adopting the pass "block" system which gave them more complete control of their employés. Note the difference: one was for the public, the other for

themselves, with this difference in their sentiments and those accredited to a noted magnate, who is recorded as saying "public be d——d," they say "the employé be d——d."

John Mark, an engineer, had a good record; he had saved life and property; his reputation was more than local; he had pulled passengers thirty years. The old road to which John belonged had granted passes to many officials, in authority upon other lines, who were familiar with John, and who always had a good word and smile of welcome for him when they met. John had not wanted a pass in ten years; he had a journey to make, and the faithful old driver remembering cordial invitations to "come and see me" from his former comrades, now officials on other lines, thought it a good time to "see them," and went directly to the fountain head for his pass for his hundred mile journey. He was wanted there at once, and the regular "request" channel would take too long for the time at his disposal before he must start. Going direct to the head of the line over which he wished the pass, a man who had been raised upon the same line with John, he sought and gained an audience with him after much waiting. Entering the private office of the official, he was very cordially greeted by a hand shake, and with "why, how are you John? Glad to see you, take a seat." After chatting pleasantly and familiarly about "old times" for a few moments, John made known his object in seeking the interview. The official who, up to this time had been very warm and friendly while he thought John was making a friendly call, at once "froze," and after hearing his object with an office manner replied, "personally, I would be glad to give you the pass, while officially I cannot do it. Get a 'request' from your manager and I will give it cheerfully." Amazed, John heard this man, whose life he once saved, talk like that to him, and turning slowly away, he passed out into the next room where he met a well known brewer waiting, who was admitted, and came out in ten minutes with a paper in his hand, not yet folded, which John recognized from its form as a pass from the official who could not grant one to him without a "request" professionally. Evidently, John "pulled" passengers, while the brewer had a "pull" on officials.

John proceeded to the office of his general manager, who was out. This necessitated a delay of a day. Next day, gaining audience with the manager, who knew him quite as well as the former one, he was here greeted kindly, too, but making known his object he was told personally, "he would like to grant the 'request' to the other

line, but a "request" from the superintendent to him for a "request" to the other line was necessary first. "I am sorry, John," said he, "but you know business is business."

The superintendent being out, John waited another day, when finding him, he made known his desire, whereupon the same formula was hurled at him. "John, I am sorry; I would like to, personally, grant your 'request' to the manager, but, officially, I can not. I must have a 'request' from the master mechanic to me for a 'request' to the manager for a 'request' to the foreign line for the pass; business is business, you see." One more day lost. When the master mechanic was told his object, he heard once more, "John, it is a shame, I know, to treat you so, but according to the agreement I must have a 'request' from the foreman to me for a request, then I will request the superintendent for a request to the manager for a request to the other line for a pass before you can get it. Personally, I would like to give it, officially I can not."

To the foreman John went, and having got to the beginning of the "tape," he secured "officially" the "request" to the master mechanic, from master mechanic to superintendent, from superintendent to manager, from manager to foreign official, and finally after a loss of several days he secured the 'request' pass and saved three dollars in fare, losing sixteen dollars in time, and much self respect to find, on arrival, he was two days too late for the accomplishment of the purpose for which the trip was made. Then he justly felt like some illustrious ones felt and said: "Official request passes be d——d, next time I'll pay my fare or stay at home." Just what the "pass block system" contemplated for it must be an urgent reason, indeed, that will induce an old railway employé to pay railway fare.

Who will say in the light of such things, that the "pass block system" is not perfect?

The official system must, indeed, be demoralizing when a life long personal regard must be made subservient to such "professional" ethics. The officials will say "you are not compelled to go through all this; when you wish to travel pay your fare. Most employés are such millionaires (?) they can spare "fare" money only in cases of life or death calls. Professional courtesy is supposed to exist in every calling where freemen engage. Only among slaves, where no right of granting should be expected, no right to receive courtesies should be asked.

Facts.

It is a fact that the masses of the American people are shocked at the action of the supreme court of Pennsylvania in arraigning the Home-

stead strikers on the charge of treason. Has not this high tribunal placed themselves at the feet and in the hands of Carnegie, Frick, Lovejoy & Co., and the plutocracy of Pennsylvania, for the purpose of strengthening the weak and sinking cause of the barons, Carnegie, Frick & Co., and to draw away attention from the aforesaid barons in their trial soon to take place for the murder of the men killed at Homestead July 16, 1892? Is not this supreme court lending its power to persecute these poor men of Homestead? Is it not a novel thing for the judge of the supreme court of a great and sovereign state to meet and caucus over a case that is more than probable to come before them sooner or later in some form? Surely this is going a very long way out of their way to aid murderers Carnegie, Frick and Lovejoy. And these laborers at Homestead who defended their homes are to be tried for treason. Is not this a far fetched charge? "Treason—a betrayal of, or attempt to overthrow the sovereign power." Did these poor laborers of Homestead do this? We answer no. But we affirm that Carnegie, Frick and Lovejoy are the ones who are guilty of treason inasmuch as in time of profound peace they made a fort of their mill by barricading the same, and lining their barges with steel plate and placing on them 300 armed Pinkertons, (sleuth hounds of hell) and invaded the state of Pennsylvania and the town of Homestead, and this in time of peace. Surely if any one tried in a very determined way to overthrow the sovereign government of a state it was the owners of the Carnegie works, Carnegie, Frick and Lovejoy, and if this supreme court are desirous of doing their duty, and of administering justice, and that no guilty man escape, let them have Carnegie, Frick and Lovejoy brought before them on a charge of treason. Even then it would be rather an ex-parte proceeding and would show over zeal, and would carry with it a shadow of honesty in the right direction, but the honest masses of the people claim that this act of the judges of the supreme court of Pennsylvania, agreed upon in a convention or caucus, smacks of persecution and cries to heaven for rebuke. Perhaps these learned judges are desirous of repeating history, and that of the dark ages, when the corrupt plutocrats in their last effort to override the people called in the courts to aid them, for be it known, that no crime in governments of the past and of the present, but in the last analysis the courts have been invoked and have responded with an astonishing alacrity. These very learned judges say that they consulted over the case. With whom? Frick, Lovejoy and their attorneys? Were the attorneys of the strikers asked to be present? We

wager they were not. Great God, can these poor men of Homestead expect to get justice at the hands of this consulting court, when they are arraigned before them for treason? My God, what a travesty on justice! Well may the Goddess of Liberty hang her head and blush! Surely we are drifting backward, and a monument of infamy ought to be erected to the memory of these supreme judges of Pennsylvania.

Would it be treason for the writer, as a laboring man, to ask if we have reached that point in Washington's republic that the courts are closed to a laboring man only for his conviction, and has the laboring man any rights that the capitalists and plutocrats are bound to respect?

The writer has often said that the laboring masses would never be driven into slavery without a desperate struggle, and we believe it; but we did not believe that at so early a date the courts would wheel into line as engines of oppression, to aid capitalists in forcing labor down to a still lower plane; nor did we expect a supreme court of a state would step down to become an advisory board at capital's bidding. They have torn off their mask and stand side by side with Judas Iscariot.

Now, let this supreme court bring to their aid Col. Streeter and Major General Snowden, and they will be fully prepared to do battle for Carnegie, Frick & Co., and McCleod and the Pennsylvania and Reading railroads and the coal barons, and they are all close together, all in the land of Pennsylvania. God deliver us from such surroundings! Justice is bound hand and foot in Pennsylvania, and plutocrats are turned loose to prey upon the people.

It has been said that "labor refreshes itself with hope." But if the present is to be a forecast of the future, then will labor have but little to hope for from the courts of our land. Is it not time the fairly well to do middle classes were waking up? Have they not kissed their pillow long enough, and will they not join with the honest laborers of our land in condemning and putting down oppression, whether judicial, civil or military? Where will this end? But yesterday we saw the soldiers of the great state of New York, bedecked in their uniforms, doing yard work for a great railroad corporation, braking on cars, handling switches, and all done in the interest of the capitalist. All for capital, nothing for labor! And now to draw attention from the Carnegie Co., the supreme court of Pennsylvania has lent a helping hand, so as not to be second to Governor Patteson and his tyrants Streeter and Snowden. If in these states labor had asked for the military or implored the courts

to aid them in their endeavor to get justice, would they have been heeded? Ah, no; they would have been told that it was an interference with capital, unconstitutional. Will our law makers come to the rescue of the laboring poor, the toiling masses? We fear not. They are too ready to be retained by corporate capital. The only solution of the great issue will be in co-operation and the the judicious exercise of your sovereignty. It is a fact that the condition of the laboring masses of our country is growing worse every year, and in the protected state of Pennsylvania their condition is akin to the laborers of Russia. Any squalor that you can find among the laboring poor of Russia you can find in the coal and mineral parts of Pennsylvania.

And it is a fact that the burden of taxation is falling by far too heavy on the laboring classes of our people, and as long as the rich control our state and national congress, it will remain so. With men like Brice, Sherman, Quay and many others in the United States senate, the people will never get relief.

It is a fact that if we had an income tax, such men as

John D. Rockefeller with his.....	\$140,000,000
W. W. Astor.....	125,000,000
W. B. Astor.....	110,000,000
Cornelius Vanderbilt.....	110,000,000
Jay Gould.....	90,000,000
W. K. Vanderbilt.....	80,000,000
C. P. Huntington.....	45,000,000
Russell Sage.....	40,000,000
Wm. Rockefeller.....	35,000,000
J. Pierpont Morgan.....	25,000,000

And a host of others who have their millions, would contribute to the support of the government, which they are opposed to doing. They want all the luxuries—such as controlling legislation, the courts and the military. As it is, it is an injustice to the toiling masses.

It is a fact, that we are keeping up a large standing army for the plutocrats, at a cost of \$48,825,950 per year, and the states are spending about half as much to keep up a state militia for the same corporate trust power.

It is a fact that our pensions cost us last year \$290,328,751. By this very reckless extravagance we are heaping a burden upon the laboring people.

It is a fact that next year our pension list will reach over \$350,000,000.

It is a fact that we will require over \$250,000,000 for military matters and this must come from the toiling masses, for the trusts, combines and corporations do not propose to pay one cent and will not until we have an income tax.

It is a fact that all chartered corporations of every kind should be under the control of the government—just as much so as the national or state banks. They would be less oppressive and much more honest in dealing with the public.

It is a fact that the greatest burden that the laboring classes have to contend with is that of poverty, and under the fostering hand of protection to the few by the government their condition will not improve.

It is a fact that the mass of the wage earners live on starvation wages, while the non-producers are living in luxury.

It is a fact that there are in America to-day over 1,500,000 people who are unable to obtain employment, and are seeking work from door to door, and capital demands more hours of toil and lower wages.

It is a fact that the only remedy for existing evils is in co-operation, organization, and to bring about a more honest and better legislation. Prompt action is demanded.

It is a fact that the railroad employes of America want a strong compact organization of every branch, the many in one, and then join forces with the laboring world for a betterment of the laboring classes. Then you will be able to protect yourselves and aid others, and be able to stay the hand of the oppressor and drive from your midst the oppressor, be he judge or layman.

EXCELSIOR.

Division 175, Memphis, Tenn.

Labor in Politics.

QUITMAN, GA., April 20.

To the Editor of the Times Union:

Through your widely circulated journal I would like to make known to the people and law-makers of this country an unprejudiced statement regarding railway strikes and accidents, and their causes.

For years I was in the employ of the transportation department of one of the most powerful, systematic and wisely governed railway corporations in the United States. I left its service of my own volition, with the kindest of feelings for the officials, and bearing with me expressions of esteem from them.

While in their service daily, I made the internal workings and policies of railway corporations a close study. Many things which are unknown to the outside world, which an investigating committee would not ferret out, which tend to gross injustice and ignominious servitude, came within my own experience and observation.

Holding aloof from labor organizations, I carefully calculated the effect of such organizations

upon the men who compose them, their clash with corporations which oppress them, and the effect of such a clash upon the commercial world. It is not for the purpose of making war upon corporations that I now write, but to show to the people and law-makers why these railway employes seek through labor organizations, strikes and arbitration to have justice done them.

LEGISLATION VS. ARBITRATION.

Railway corporations in their infancy were reasonable; as soon as they systematized their business, their avariciousness asserted itself, and they began through the best legal skill that money could employ, to investigate carefully for the bounds prescribed by their charters, and the latitude given them by the laws of the United States and States, and planned their aggressive movements.

Organization and resistance are the natural sequences of injustice and oppression. For any organization of workingmen to argue with corporations is *argumentum ad crumenam*. The folly of such a course is daily demonstrated by the arrested wheels of commerce. Between these powerful factions the strong arm of the law must intervene; for, unless these extreme and conflicting elements are reconciled by the golden mean of unbiased and unbought legislation, the breach will grow wider and in the end must result disastrously to the whole country.

Arbitration is worse than folly! If it has any benefits they are only temporary, and it is a mockery to the laws made by the National and State Representatives. Arbitration does not insure to the railroad corporations a permanent peace from the clamors of the men; nor does it give employes more than temporary just treatment. In self defence, because they have no laws to protect them, employes form themselves into organizations, and through them resort to strikes to free themselves from the incubus of injustice. Railroad companies and employes in their policies and organizations strike at the vital principles of the Government. Corporations have advanced in their progressive policies beyond what has been provided for by the laws. Employes take the adjustment of their wrongs in their own hands instead of demanding legislation. National and State Representatives evince a gross dereliction of duty to longer ignore the growing evils of oppression and arbitration and not provide suitable laws to exterminate them.

STRIKES AND THEIR CAUSES.

The prime factors in railroad strikes are the gradation system, inadequate compensation, extra and excessive work demanded of employes.

The gradation system is a man's evil and

requires wise legislation, and not arbitration to adjust it fairly between employes and corporations. It is the custom that roads have made in establishing a scale of wages which gives a lower per diem to employes during the first three years of service for locomotive engineers and eight years for conductors, allowing them the maximum of pay only after the years named. It is admitted by management and employe that apprentices cannot reasonably expect to receive the same per diem for their services as those who have perfected themselves in the trade.

The managers of roads would have the public believe that this gradation is only to perfect men for active service before they are entrusted with the life and property of the public; and they use this means of securing the most competent, reliable and experienced labor to run their trains. Employes declare that this pernicious system is not for the purpose of perfecting men, but to keep these men on a lower per diem. They feel that they are wronged by corporations which withhold from them the salary of competent men while they do the work of competent men.

Managers tacitly admit that a man who is rated as "first class" in their train books should not at any time enter active service as a first class conductor. There are very few men who are rated in train books as "first class," and many who are so rated do not receive the salary of a first class conductor; yet all conductors do the work of first class men on freight and passenger trains.

If railway corporations believe these men whom they rate as "second and third class" to be incompetent and inexperienced, ought they to be permitted by the laws of the land to make these men take the place of those whom they know are competent because they secure their services at lower wages? Can there not, and should there not be a law enacted making it a penal offence for any railway corporation, or managers thereof, to knowingly, wilfully and intentionally put upon any train, freight or passenger, any men who are not recognized by them as "first class" conductors, and who do not receive the pay of such? With such a law enacted and strictly enforced the incentive which actuates corporations to this discrimination between men would be removed, viz: the saving of a few dollars difference between the salaries of "high priced" and "low priced" men.

This difference in wages is one of the main causes of strikes, and if removed by legislation strikes will be obviated.

It is only just to these men that the law takes this in hand, for, if a man is competent to run a train the day following the expiration of his ap-

prentice term, then he should most certainly receive full pay as a competent man. If he is not competent then corporations to save a few dollars should not have the legal right to bring inexperienced labor in competition with skilled labor and lower the per diem of such labor. Nor should railway corporations be permitted by law to endanger the lives of the traveling public by entrusting their trains to the care of men who are not rated "first class," according to their own critical estimation of a first class man. To show the extent that this system is carried, if the management of a road employs an old, experienced, reliable man from another road, one whom they know to be such, instead of rating him as such, they list him "third class," and it is some years before he reaches the full pay of a first class conductor. Does this show a desire to protect the public from injury or to save the company a few dollars? If to the term of the apprentice is added the graduation term, the maximum pay is so far in the future as to cause the more reliable labor to seek other pursuits for a living, a fact to be deplored for the safety of the traveling public.

OTHER CAUSES OF DISCONTENT.

When a conductor reaches the maximum of wages he is so begrudged the few extra dollars that are counted out to him that he is "worked off" on the slightest pretext and a cheaper man takes his place. To such extremes has this been carried on some roads that the officials engage men, compared with whom Titus Oates was gentlemanly, and with the aid of a set of suborned negro ruffians, only one degree less foul than their white leaders, they hound the men over the lines. The negro detectives are ex-convicts, gamblers, the vilest and most vicious of their race. They are furnished with free passes, empowered with an authority which they abuse, are permitted to insult white employes with impunity by the officials, and their simple word carries enough weight to discharge the oldest, most reliable and experienced conductor. A reign of suspicion is inaugurated comparable to that of Charles II, when Oates and Bedloe furnished food for suspicion. As the conduct of the ruler makes the loyalty or treachery of subjects, so the policies of corporations cause the content or discontent of employes.

EXTRA SERVICE DEMANDED.

In every other occupation a day's work is from ten to twelve hours, and the night is the laborer's in which to rest. If extra work is required extra pay is received. With the railroad a day means twenty-four hours, and as much longer as may be demanded, without extra pay. For example: A conductor on a local train, with no baggage-

master, with frequently over 100 pieces of baggage to handle, leaves one station at 1:25 a. m. If on time, making all connections, arrives at destination 9:45 a. m., making a run of 238 miles. This same man, in capacity of conductor and baggage-master, leaves on his return trip at 4:15 p. m., arriving at starting point at 1:22 a. m. This is twenty-four hours on a run of 476 miles, on double duty, to be repeated every night. While off active duty reports are to be made out and references answered. Two conductors on this run, Both of these men are rated in the train book "first class;" one receives the pay of such, the other does not, yet both do the same kind and amount of work equally well.

A conductor has been out on his regular run from 7 p. m., and failing to make connections, arrived at destination at 2 p. m. following day. After a few hours' rest, he was ordered out to take the place of opposite conductor, who had been sent out on excursion train. Leaving again at 7 p. m., arrived at 12 m. next day, on account of delayed connections. Was ordered out that afternoon at 4:15 on still another run of 238 miles and back the next night.

It is said that recently the president and general manager of a southern road, surrounded by every luxury that wealth could buy or ingenuity could desire for their special car, were pulled over their line by an engineer who had been on duty for over thirty-six hours.

These are only a few instances of many that can be cited.

Transportation men are often on active duty for over forty hours, and if these men break down under the strain of work and want of sleep the per diem is deducted from their wages. They are not permitted the privilege of resting and observing that essential seventh day, hence they render fifty-two days more service in a year than laborers in any other occupation. Though many of them serve both as conductors and baggage-masters, give fifty-two days extra work in a year, still corporations with all this in their favor cannot afford to employ enough force to give their men a reasonable rest.

ACCIDENTS AND THEIR CAUSES.

Accidents arise from two important facts. First, the employment of cheap, inexperienced men take to charge of trains. An infinity of rules and regulations, orders and counter orders meeting points, first and second sections of trains, excursion trains, freight trains out of time, reckless engineers and incompetent conductors, make the position of a railway conductor a most responsible one.

The public is ignorant of the fact that the aver-

age railroad employé who has not reached a salary that will decently support him is more careless how he runs his train than one who is well paid. The man who makes a comfortable support for himself and family, who has already established a reputation as a careful man, is always on the alert for the slightest thing that may cause an accident. Few accidents are beyond the diligence of careful men to avert. The well trained ear of an experienced railroad man will detect the least unusual sound in the midst of the noise of a moving train, and the well trained eye notes the least defect in any part. Corporations knowing this prove the error of their judgment in employing cheap labor, when the cost of one wreck per year would more than make their roads with first-class employés in every department.

The second cause of accidents is, the men are overworked. Enforced insomnia, with want of rest, benumbs the mental faculties and impairs the memory, and trains are run mechanically, forgetful of orders and meeting points. Men have made runs of 476 miles in twenty-four hours, on active duty very nearly every minute of time because of delays, and when reaching their destination have been ordered out on the same run three minutes after arrival. This was forty-eight hours on a run of 952 miles, acting in the double capacity of conductor and baggagemaster. Conductors have telegraphed for relief and were refused. "Busy season, all men out." Whose life can feel secure on roads when they pursue such homicidal policies?

Do not these things interest the traveling public whose lives are placed by railroad officials in the keeping of a man who has not slept or rested for forty-eight hours, and who is as incapable mentally of grasping the many orders and counter orders as a child? Conductors and engineers have been known to be asleep from fatigue when their trains collided with others. Should not the law fix the hours of work for railway employés, to meet such demands of corporations upon them? Railway calamities can never be averted as long as cheap, incompetent, overworked men guide trains.

LABOR ORGANIZATIONS IN POLITICS.

Employés of various corporations in the United States have been forced by unjust treatment into organizations for the purpose of pacifically righting their grievances. Among these men are some who are quick to see the folly of arbitration instead of legislation. Employés outnumber officials and stockholders. Each employé represents a vote. One labor organization sympathizes with another. One labor organization depends upon another as the links of a chain depend upon

each other. Ninety per cent of the working people of the United States feel themselves oppressed. Let one man, with brain, energy and ambition step from the solid ranks of the working people and tell them, "Arbitration is a myth; we need wise legislation to protect us. If the present representatives will not enact laws to help us, then we must organize, select such men as will give us just legislation in the halls of the nation and general assemblies of the states."

Let it be a "Workingman's Ticket," and before the battle cry of the workingman's wrongs, shouted by millions, down will go partisanship and into the United States senate and halls of congress and the general assemblies of the states there will go delegates selected and elected by the workingmen, to represent the workingmen, to enact laws for the workingmen. *Verbum sat sapienti.*—BENJAMIN I. TILLMAN, in *Jacksonville (Fla.) Times-Union*.

How Good Bad Things Can Be If All Alike.

A well known railroad man said, in the discussion of the car-coupler question at a recent convention, "If we only had adopted the *worst* one and stuck to it, we would have a safer coupler as far as killing and maiming men is concerned."

This remark was brought to the mind of the writer this summer while in Europe; there they have a uniform style of coupler, and a very primitive one—the hook and chain.

This clumsy device, small and weak, gives very little trouble and men are very rarely injured in handling them.

On passenger cars there are usually two links drawn together by a bolt swiveled to one and threaded into a nut fast in the other; and hanging the links over the hooks the slack is taken up with the screw. Buffers placed at the corners of the cars receive the compression strains; the link and chain simply stand the pulling.

On freight trains there is slack enough left to put the links over the hooks, there is no provision for taking up slack.

Yet men couple and uncouple these cars during switching operations with considerable speed, and with safety.

They are not hurt because they know just what kind of a coupler and buffer they are going to find on every car that they get hold of—they are never ambushed and surprised.

Very few breakages occur and, reading of the grief and expense we have in America, lots of the best men there are surprised that we don't adopt the hook and chain. Their advantage comes, not from their superior coupler, but from its universal use.

When the American railroads are equipped with a uniform coupler—no matter what one or what kind—the record of the coupler accidents will fade away like mist.—*Locomotive Engineering*.

Our contemporary "drops sand on the rail" in the right place on the coupler question.



Mutual Benefit Insurance—Limitation of Assessments—By-laws—Mandamus—Conversion of Funds:

The defendant association issued a certificate in the nature of a life insurance. A by-law printed on the back of the certificate provided for making assessments on members to pay death losses, but *one* assessment, however, could be levied for *each* death loss. The plaintiff's intestate died while his certificate was in force. One assessment was made upon the members in conformity to the by-laws, and the legal representative of the deceased member received a certain portion of the insurance money, which was received by him as full payment for the death claim. Subsequently, however, a suit was brought against the association for the balance due on the certificate of \$3,000, and a judgment obtained for that amount. An execution issued, which proved fruitless.

Proceedings by writ of *mandamus* was begun against the association to compel it to make another assessment upon the members and so continue to make assessments until an amount equal to the judgment sum was secured, in complete satisfaction of the claim.

The writ of *mandamus* was granted, but upon appeal by the association the order was reversed, holding that the *one* assessment by the members discharged their whole duty in the premises, and if the assessment did not result in bringing in sufficient to pay the certificate in full, it was no fault of the member.

Meyers et al. vs. Masonic Guild and Mut Ben. Ass'n, N. Y. App. C., 1892. (See 126 N. Y. 613.)

NOTE—Peculiar facts were brought out in this investigation which largely influenced the giving of a money judgment. It was proven that the association had realized sufficiently under its assessment to pay the death loss *in full*, and that the association had sufficient surplus funds in its possession for the full payment of the claim and yet the association failed to pay the judgment. The point was a puzzling one to the final court, which, however, after declaring that *mandamus* was not a proper remedy in such a case to compel the levy of further assessments, intimated that under the facts found it would seem that the offi-

cers of the association would be liable to pay this death loss as in the nature of a *conversion* of the funds collected by them and withheld. This, apparently, is the only legal remedy to cover such cases.

Foreign Assessment Company—Service of Summons—Liability on Certificate—Assessments—Damages:

1. Where a foreign assessment company authorizes a person, whom it designates as its local or branch secretary, to receive assessments from its members in this state, and countersign and deliver receipts therefor, and forward the money, and the company has no other officer in the country where service is sought upon the company upon whom service may be had; *held*, that service on said local secretary is a valid service under the statute (Kansas), and the refusal of the court to set it aside is not error.

2. *Held*, that the record evidence was sufficient to support the verdict and finding that the deceased member was not delinquent, and that his membership had not elapsed nor his rights forfeited.

3. Where suit is brought on a benefit certificate for \$2,000, issued by a mutual assessment company, wherein the company promises to pay the beneficiary therein named 75 per cent of the proceeds of one full assessment of all the members at the time of the member's decease, and the only issue in the case is whether or not the membership lapsed during the lifetime of the member, the beneficiary may recover thereon without proving a demand on the company to make an assessment to pay the loss, or that an assessment has been made, or, if made, the amount thereof.

4. In the absence of any proof on the part of the company, showing the amount of such assessment, the presumption in favor of the beneficiary was that an assessment would pay the full amount named in the certificate. In such case an instruction as to the measure of damages is not warranted by the issue of the case.

Southwestern Mut. Ben. Ass'n of Marshalltown vs. Swenson, Kans. S. C., July 8, 1892.

Suspension of Member—Forfeiture of Membership—Supposition as to Member's Death—Payment of Assessment—Failure to Return Same Binds Association:

1. In an action on a certificate it was held, as in all other cases, forfeiture of insurance provided by mutual benefit associations is not favored by the courts. They, in construing the condition of membership when a forfeiture is claimed, will preserve, if possible, the equitable rights of the holder of the certificate of membership.

2. Where the by-laws of a mutual benefit life association provided that, if a member fails to pay an assessment before the first day of the following month after he receives notice thereof, he shall stand suspended, and during his suspension his benefit certificate shall be void, and that the head clerk of such association shall mail to such member a notice of his suspension, informing him what it is necessary for him to do to become reinstated, held, that is, after the non payment of such assessment, the head clerk failed to mail or otherwise notify such member of his suspension, and the association makes a subsequent assessment upon him, and thereby treats him as a member, and the local agents receive payment of such assessments, after the member is dead, from a friend who supposed him to be in a swoon only, and the agent in good faith reinstates such member, and the association does not return the money received upon such assessments to the beneficiary, or to the friend paying the same, the benefit certificate cannot be considered void or the member deemed suspended at the time of his death. Judgment for association reversed.

Woodmen of America vs. Johnson, Kans. S. C., July 8, 1892.

Accident Insurance—Loss of a Foot—What Constitutes:

This action was brought upon an accident policy, and the claim of the plaintiff was to recover the maximum amount of \$2,500 for a partial disablement. The language of the policy which authorizes a payment of \$2,500 for such an injury, is in these words: "The relief for partial permanent disablement, viz: the loss of one hand or foot, or both eyes, by means as aforesaid, within sixty days from date of injury, shall not exceed \$2,500." The evidence showed that plaintiff was not affected as to his hands or eyes, and that he did not lose a foot from the leg. The trial court instructed "that while the evidence shows there has been no amputation of the foot, yet if the jury believe from the testimony that the foot, by reason of the injury and the paralysis, is entirely useless to the plaintiff; that he has no

use thereof; that without artificial means he would be almost or entirely unable to move around; that it is only by artificial means—a plaster jacket—that he is at all able to use his foot, and that if the jacket were dispensed with he would be a helpless cripple—such is satisfactory evidence of the loss of the foot, even though it be not amputated."

On appeal, reversing, the court held, that one cannot, under an accident policy, recover as for the loss of a foot, where, by reason of an injury to his back, he is deprived of use of his leg, except when wearing on artificial support for his body.

Stever vs People's Mut. Acc. Co., of Pittsburg, Pa. S. C. July 13, 1892.

NOTE—This is an important ruling and conforms to the weight of authority in that the loss of a hand or foot means the severance thereof from the body. In this case, by the use of artificial means, he did not even lose the use of his foot, but being a physician was in due time able, by reason of artificial means, to practice his profession.

Action on Certificate—By-Laws—Defense—Beneficial Society Not An Insurance Co.

1. In an action on a beneficial certificate, it is competent for the defendant association to go in evidence the by-laws of the association, followed by proof of such failure to comply with them as would make the certificate void, notwithstanding that the by-laws were not attached to the contract sued on, under act of May 11, 1881.

2. Strictly construed under the statute, a beneficial society doing business through the lodge system is not an insurance company within the meaning of the act of May 11, 1881.

Dentley vs. S. L. Shield of Honor, Phila. Co. C. P. C., April 8, 1892.

Jurisdiction of Court—Proof of Death—Physician's Certificate—Excuse.

1. A Boston Mutual Insurance Company doing business in the state of New York, by permission and on condition that it shall subject itself to the laws of the state, process binding, cannot, in an action on its certificate issued in New York, brought in New York by a resident of the state of New Jersey, set up the defense that the certificate was issued and executed in its home office in Boston, and that by reason thereof the courts of New York are without jurisdiction of the case.

2. The obstinate and unjust refusal of a physician to furnish a certificate of the cause of death of the insured, so that those interested are prevented from complying with the condition of the policy requiring that all claims against the asso-

ciation shall be so attested, is sufficient to excuse the claimant from procuring such certificate.

O'Neil vs. Mass. Ben. Association, N. Y. S. C., March 31, 1892.

Breach of Warranty Works Forfeiture—Knowledge of Agent.

1 Where the insured stated in his application that he had applied to another insurance Association, but in fact had not been rejected, whereas in fact he had been so rejected *Held*, that such answer was a part of the contract of the insurance, and, being false, was sufficient to avoid the contract.

2 It is not important that the party making the warranty believes its entire truth, nor does the mere knowledge of the agent at the time when it was made, that the warranty was false, prevent the association from setting up the breach as a defense to the action on the certificate.

Clemmens vs. Royal Association of Good Fellows, N. Y. C. A., April, 1892.

Co-operative Accident Insurance—Right to Sue—Widow—Administratrix.

In an action to recover upon a certificate of accident insurance which provided that the benefit in case of death should be payable to the wife of the insured, *held*, in an action by the widow as administratrix, wherein the defendant pleaded that the wife and not the administratrix, was entitled to the fund, that she might waive her right to the fund in favor of the estate and upon the merits of the case no injury could come to the defendant if she was allowed to recover.

Enright vs. Standard Life & Acc. Ins. Co., of Detroit Mich. S. C., April 18, 1892.

Injury to Employee—Assumption of Risk—Order of Conductor—Variance.

1 In an action against a railroad company for the negligent killing of an employee, where it appeared that he was ordered by the conductor in charge of a train while in motion, to uncouple the rear car of said train. Decedent climbed on one of the cars and gave the engineer the signal to stop. Before ascertaining whether the engineer had received the signal, and while the cars were still in motion decedent began to climb down the side of the car, and was crushed between the car and a post which stood close to the track. He was an experienced railway man, familiar with the surroundings of defendant's tracks. It did not appear that any rule of defendant required decedent to descend from a moving train at that place. *Held*, that the injured

employé assumed the risk in descending from the car, and under the rule could not recover.

2 Where the declaration alleged that the train of cars on which deceased was at work was moving down an inclined track, uncontrolled, and the proof shows that the train was moving in opposite direction by order of the conductor in charge, *held*, such variance to be fatal, and no recover can be had.

Pennigton vs. Detroit &c. R'y., Mich. S. C., March 4, 1892.

Low-bridge—Negligence of Employee—Conductors Order—Demurrer.

In an action against a railroad company to recover damages for the negligent killing of an employé, the declaration alleged that deceased had been ordered to go to the top of a car by the conductor, that he was knocked therefrom by a bridge timber, and that he was ignorant of the dangerous character of the bridge, *held*, that the mere fact that the deceased was standing on top of the car could not of itself be held to have been negligence on his part, and that a demurrer to the declaration was properly overruled, and judgment for defendant company reversed.

Nelson vs. Chesapeake &c. R'y. Co., Va. C. A., March, 1892.

A Close Question. The Necessity of Exercising Prudence.

Where a company requires of its employé a service outside of the duties ordinarily incident to his employment, and subjecting him to additional danger, such employé does not necessarily assume the additional hazard in undertaking to perform the usual and extra service, even though the dangers attending it are obvious. If the apparent danger is such that a person of ordinary prudence exercising that prudence would refuse to encounter it, then the employé proceeds at his peril and, if injured, no recovery can be had. But, otherwise he may undertake the service, using care proportionate to the apparent increased risk, and, if, in so doing, he is injured by the employers' fault, he may recover for the injury. So *held* in *Railway Company vs. Hanning*, Ind. S. C., May 12th, 1892.

NOTE: It will be seen that the question of damages depends upon the exercise of prudence upon the part of an employé. The safest prudence for an employé to exercise under demands for additional hazardous service is to refuse to undertake them. The rule of law regarding contributory negligence of employés is so exacting as to regard very few employés as being either possessed of or exercising ordinary prudence.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

Not to the Man of Dollars.

Not to the man of dollars,
Not to the man of deeds,
Not to the man of cunning,
Not to the man of creeds;
Not to the one whose passion
It is for the world's renown,
Not in the form of fashion,
Cometh a blessing down.

Not unto land's expansion,
Not to the miser's chest,
Not to the princely mansion,
Not to the blazoned crest,
Not to the sordid worldly,
Not to the knavish clown,
Not to the haughty tyrant,
Cometh a blessing down.

Not to the folly-blinded,
Not to the steeped in shame,
Not to the carnal minded,
Not to unholy fame;
Not in neglect of duty,
Not in the monarch's crown,
Not at the smile of beauty,
Cometh a blessing down.

But to the one whose spirit
Yearns for the great and good,
Unto the one whose storehouse
Yieldeth the hungry food;
Unto the one who labors,
Fearless of foe or frown,
Unto the kindly hearted,
Cometh a blessing down.

—Charles K. Shetterly, in *Inter Ocean*.

There is many a gem in the path of life,
Which we pass in our idle pleasure,
That is richer far than the jeweled crown,
Or the miser's hoarded treasure.

It may be the love of a little child,
Or a mother's prayer to heaven;
Or only a beggar's grateful thanks
For a cup of water given.

—Selected.

The Soil of Circumstances.

[We clip the following stanzas from the *Carrier Dove*, credited to the *Mayflower*. We reprint it for the grand truthful idea it embodies.—Ed.]

Two seeds were sown the self-same spring,
One seed by careful hand
In garden soil, and one the wind
Cast down 'mid rock and sand.
They both sprang up and one was blest
By sun and soil and care,
It gladly grew, while bright eyes watched
The budding promise there.

The other dwelt within the shade;
Knew not what sunshine meant,
Yet struggled on, its pale, weak limbs
By careless feet oft bent.
When came the time of blossoming—
The warm and sunny hours—
The love-watched plant was rich with bloom,
The other bare of flowers.

In scornful pride the favored plant
Glanced o'er the garden wall
And said to her who starved outside:
"Alas! how many fall!
You chose the ill, while I fulfilled
The mission of my life;
So, my reward is joy and bloom,
While yours is sin and strife."

A wise one paused and said, "Behold
A type of man on earth;
One soul is cast in sorrow's soil
And fed on sin from birth,
And then because it fails to bloom,
'Tis trod upon and cursed

By those whose lives were sown in joy,
By love's warm sunshine nursed.

"Unjust are both the blame and praise;
All grow just as they must;
For plants and men alike spring up
From circumstance's dust.
Yet every soul that dwells on earth
Shall have its blossoming—
In sunny fields of Paradise
Shall find a fairer spring."

To the Ladies' Auxiliary of O. R. C.

"As unto the bow the cord is,
So unto man is woman."

Man was not happy, even in the beautiful Garden of Eden, alone, so God made him a lovely companion to share his home, to smile with him in happiness and weep when his reverses came. So it is to-day. God has not intended that man should battle with this world alone, but while he stands at the oars of life's boat, woman guides him down the stream: reaching out one hand to encourage him, pointing with the other to the glorious sunset, the beautiful beyond. Ever his stand-by in hours of distress, the power behind the throne of his success, clinging to him though the whole world should forsake him.

Women of the A. of O. R. C., I salute you, believing that your slender boat, now tossed upon the wave of a rough and restless tide, will be guided by a firm, true hand over the tempestuous waters; that you will attain that degree of eminence to which the world points with admiration, and history deems worthy of recording as examples for succeeding generations. The day has come when the women of our land shall enlist as valiant soldiers in the battle and fight bravely for the welfare of their husbands, brothers and fathers, to crush the mighty hand of the oppressor. The present only is ours, the past is gone never to return; so we must "Act—act in the living present. Heart within and God o'er head." Your noble work is shedding its beauties over all our land, standing as a great beacon light drawing others to the cause. May God protect your "Order" through all its trials, and when the Heavenly Grand Chief calls a meeting, may you each one answer "Here."

MAT.

Mrs. N. D. Hahn:

Being fortunate enough to secure Mrs. Charles Ragon's address delivered before the convention held at Philadelphia, I send it to you for publication.

Respectfully yours,

MRS. O. N. MARSHALL,
Galesburg, Ill.

September 30, 1892.

[We are very glad to get it indeed, even so late in the day.—ED.]

Address Delivered by Mrs. Chas. Ragon Before
the Convention of L. A. to O. R. C., Held
at Philadelphia, June 14, 1892.

Sisters, Brothers and Friends:

My feelings to day are such a mixture of pleasure and pain that I am at a loss to know how to address you. Whether I shall allow my joy at once more meeting with you and grasping your friendly hand, or whether I shall allow the spirit of sadness that seems almost to engulf me at the thought of surrendering my claim upon you; which of these two feelings, at present at war in my heart, will get the better of me?

I have always considered that I must certainly possess a considerable degree of presumption when I rise to speak to such intelligent hearers, yet, like many others, my interest and ambition leads me to attempt many things beyond my ability. During the three years I have served you as President of the Auxiliary, I have many times been called upon to speak of the principles and objects of our order, to which I have always gladly responded, and on many more occasions have I availed myself of the privilege afforded us through the columns of THE CONDUCTOR, and enlarged upon our principles and the benefits connected with us; hence it is needless for me to speak on that subject to-day. Yet, I know of nothing, aside from my home duties, which so claims my attention and which occupies such a place in my heart and mind.

The Auxiliary has (and in a manner unconsciously to me,) become almost a part of my very being. My earnest endeavors for its welfare have lead me on and on, until I have at last awakened to the realization that it is more to me than I had ever imagined.

The recollection of the many pleasant associations connected with my work will ever live in my heart a blazon monument to remind me—"It is a pleasure to work for others, that in so doing we are only obeying the Divine command."

None of us live for ourselves; we live for others. God has written this upon every flower that sweetens the air, upon every raindrop that swells the mighty river, upon the rocks and every shell upon the shore—"None liveth to himself."

We all know there is a difference between character and reputation. Reputation is what others think of us; while character is our own real selves. It is just so with our order. Some are prone to think we are of no real benefit and censure us for consuming time which might be more profitably spent. While in reality we are like the many other auxiliaries in our land, a grand fraternal and charitable blessing. Blessed be the societies of women.

Taking a retrospect and dwelling for a moment upon the extreme slow progress of our two first years, it is well to remember that we were the subject of many scurrilous articles in *THE CONDUCTOR*, which for the time proved a serious stumbling block, and it seemed for a time that an adverse fate would soon terminate our existence. But with extreme and persistent efforts, and the assistance of the only four divisions then in organization, we succeeded in riding through the storm in safety, and landing in the harbor of True Friendship five hundred strong. * * *

Sisters and Brothers, on behalf of the visitors present, I wish to thank you for the kindly and most cordial welcome you have given us, and assure you we will enjoy every moment we shall spend with you and every hour of our stay in your beautiful city.

HALL OF DIVISION 38, DES MOINES, 1892.
Editor Ladies' Department:

The regular meeting of Excelsior Auxiliary No. 19, Wednesday afternoon, September 28, proved a very interesting meeting. The wife of Conductor Mills was initiated and hence will be numbered among the members of No. 19.

We have worked under some difficulties. Shortly after organizing four of our most zealous members were called to move to Stuart, as their husbands' headquarters were so transferred. Such is the fortune of railroad life.

Now a few words for the Auxiliary. Allow me to say right here, these Sisters have been very much interested in the work—Mrs. Rich, Mrs. Cook and Mrs. McLees have been known to ride forty-one miles on a freight train to attend meetings. From what your correspondent can learn they are very much more zealous than some of the Brethren in attending their meetings, when some will say they have not been in Division for a number of months.

We now expect to do a great deal since the weather became cooler, and therefore you will hear from us oftener. Merely write you a line so you will see we are not dead nor sleeping.

Yours truly,

MRS. O. E. WILCOXEN.

How Ned Helped the Janitor to Give Thanks.

"Come, Ned, get your coat and hat, mother's ready." Mr. Harper spoke to his only child, with a hand laid lovingly on his sunny head.

It was the regular Wednesday evening prayer meeting that they were going to, and although Ned often dozed a little, yet he liked to hear the praying and singing. And though the warm, cozy room at home looked inviting, he cheerfully

rose and donned his coat and hat and was walking along the pleasant streets of C—— with his parents.

As they passed the old church janitor's door mother remarked, "I wonder how they live at on what Mr. Giddon gets; twelve dollars a month can't go far?"

Ned's father said, "H'm, no, that's so. Then buttoning his warm overcoat closer around him quickened his pace so that Ned and his mother had to almost run to keep up.

As they passed the janitor, just ringing the last bell, Mrs. Harper gave him a brighter smile than ever, but Mr. Harper was in such a hurry to get into prayer meeting that he did not notice him.

Ned watched the janitor till he stopped ringing the bell, then followed him into the basement to fix the fires. He always had a good word for Ned, and to-night he seemed more talkative than usual.

"Seems good to feel the warm fire to-night," he said. Then, as though he had suddenly forgotten Ned, said to himself, "I wonder if Mandy's warm?"

"Who is Mandy?" said Ned.

Mr. Giddon's face blushed as he answered

"Mandy; oh Mandy is my wife."

"Did your coal fire go out?" questioned Ned and he thought it was a queer look the janitor wore as he said:

"Yes, our coal fire has been out for many a day."

"Why didn't Mrs. Giddon come to prayer meeting?" asked Ned, and he then remembered that she never came.

"Hasn't any bonnet nor dress neither, let alone a shawl or cloak fit for this weather. There you run up stairs, sonny. Go while they're singing."

And Ned wondered what he had done to make Mr. Giddon look so nearly cross.

After the singing Mr. Harper arose, took off his fur-lined coat, and standing erect, prayed low and loud.

Oh! how he prayed for the poor. Ned kept thinking of the janitor's wife without fire or a decent bonnet or dress, and wondered why his pa, who wanted God to bless the poor so abundantly couldn't supply the needs of some of them himself.

For Ned to think a thing was to do it, and when they were again at home in their comfortable sitting room he burst out with, "say, pa, how can God take care of the poor?"

"Why, my son, what makes you ask that question?"

Then Ned told him what the janitor had said ending with, "Say, pa, if you'll give a dollar I

give mine, and we'll get her a bonnet and dress so she can go to church to-morrow."

But although Ned did not stop to think that the dress could not be made in time, his mother, who had been listening, did, and taking up the lamp she went up stairs and soon returned with a large parcel, which she laid down long enough to put on her hat and shawl, then taking it up again, said:

"Ned, I have an errand up the street, don't you want to go along?"

Of course he did; most boys like to go along with mother.

Telling Mr. Harper that they would be back soon, she hurried along until they reached Mr. Giddon's door, then rapping gently, was soon asked to come in. And Ned followed her into the neat but scantily furnished room, where, sure enough, not only the coal fire had gone out, but the wood fire, too. If Ned hadn't been a boy he wouldn't have pretended that he had to blow his nose so often while his mother and Mrs. G. were talking. He wondered what he could get with his dollar now that mama had brought the hat and dress. Then he said, before he knew it, "Haven't you any wood?"

"Yes, some," said Mrs. G."

But Father and Mother Harper must have concluded that they needed more, for they talked a long time after Ned went to bed, and next morning Mr. H. said: "I've ordered that wood for them, and, now is your basket ready?" And turning to Ned said, "Well, son, here is my dollar, where is yours?" Ned handed it to his mother and saw it stored in one corner of the well filled basket. He also had the satisfaction of going with it as far as Mr. G.'s door.

Mrs. G. went to church that day and must be the janitor did not have to watch the fire so closely as usual, for he was in the seat beside her most all the time, and Ned said to himself, "I know one way the Lord helps the poor."

Our Sons and Daughters.

Counting Baby Toes.

Dear little bare feet,
Dimpled and white,
In your long night gown
Wrapped up for the night;
Come let me count all
Your queer little toes;
Pink as the heart
Of a shell or a rose,
One is a lady
That sits in the sun,

Two is a baby
And three is a nun,
Four is a lily
With innocent breast,
And five is a birdie
Asleep in her nest.

—*Royal Gifts.*

The Ten Little Toes.

Baby is clad in its night gown white,
Pussy cat purrs a soft good night;
And somebody tells, for somebody knows,
The terrible tale of ten little toes.

RIGHT FOOT.

This big toe, took a little boy Sam,
Into the cupboard after the jam;
This little toe said, "oh! no, no,"
This little toe was anxious to go;
This little toe said, "'t isn't quite right;"
This little tiny toe curled out of sight.

LEFT FOOT.

This big toe got suddenly stubbed;
This little toe got ruefully rubbed;
This little frightened toe cried out, "Bears."
This little timid toe ran up stairs,
Down came the jar with a loud slam, slam,
And this little tiny toe got all the jam.

—*Clara E. Dolliner, in Royal Gifts.*

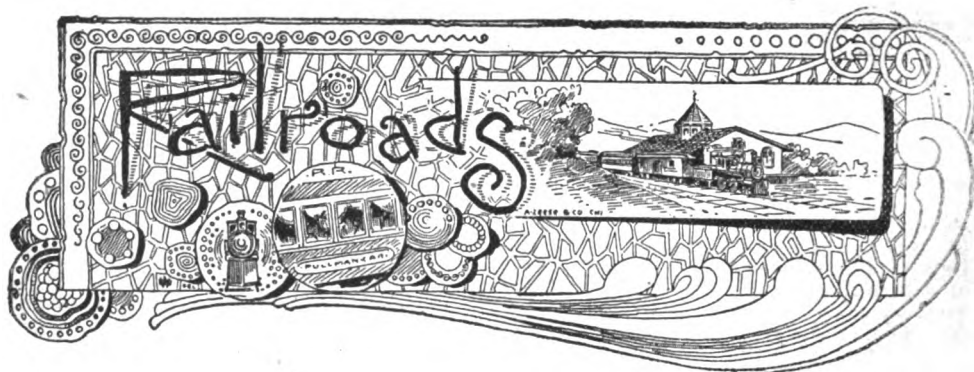
Written for THE CONDUCTOR.

The Flag.

DEDICATED TO D. B.

The dear old tattered battle flag!
I do not wonder women weep,
Or that the brave men fail to hide,
The tears they fain would keep.
When looking at this dear old flag
For which so many lives were lost,
In sacrifice for freedom's cause,
At such a fearful cost.
I'm but a boy, but when I hear
The veterans tell of those dark days,
I listen to them filled with fear,
With wonder and amaze.
I feel with them the "victor's pride,"
O'er this, our flag so dearly bought;
For which so many bled and died,
And others bravely fought.
Then let it wave in freedom's name,
High over mountain, plain and wave;
Nor let the cause of freedom fall,
Our brothers died to save.

No man gets on in the Christian life by accident. There is no such thing as haphazard. If a man advances in the Christian life rapidly and mightily, it is because he employs certain means and does certain things in order to gain those achievements.—*Talmage.*



THE COLUMBUS, HOCKING VALLEY & TOLEDO RAILWAY COMPANY.

SCHEDULE OF WAGES.

In Effect September 1st, 1892.

PASSENGER TRAIN SERVICE.

RUNS.	Miles	Engineers	Firemen	Conductors	Brakemen	Baggagemen	
Columbus and Toledo.....	124	\$3.75	\$1.87½	\$3.00	\$1.45	\$1.65	
Columbus to Marion and return.....	91	3.37½	1.69	3.00	1.45	\$20 a mo	
Columbus and Pomeroy.....	132	4.00	2.00	3.06	1.58	2.06	
Columbus to Athens and return.....	152	4.75	2.37½	3.12½	2.00	2.00	
Logan, Straitsville and Nelsonville.....	124	4.00	2.00	3.50	1.80	2.35	2 r m
Logan and Athens, week days.....	104	3.30	1.65		1.75		2 r m
Athens to Columbus and return, Sunday.....	152	4.75	2.37½	\$90 a mo	1.75	\$60 a mo	

FREIGHT TRAIN SERVICE.

RUNS.	Miles	Engineers	Firemen	Conductors	Brakemen	Overtime Begins.
Columbus and Toledo.....	124	\$4.50	Mog \$2.37½ \$2.25 Mogul \$1.78	\$3.25	\$2.15	13 hrs after leav. time
Columbus and Fostoria.....	88	3.37½	1.69 Mogul \$2.36	2.37	1.60	9 " "
Columbus to Marion and return.....	91	4.50	2.25	3.00	2.00	12 " "
Columbus and Fostoria, local.....	88	4.00	2.00	3.00	2.00	12 " "
Toledo to Fostoria and return, local.....	72	4.00	2.00	3.00	2.00	12 " "
Columbus to Logan, Straitsville and Nelsonville and return.....	124	4.50	2.25	3.25	2.15	13 " "
Logan to Pt. Pleasant and return.....	156	5.62	2.81	4.25	2.75	16 " "
Logan and Pomeroy.....	83	3.75	1.87½	2.75	1.80	12 " "
Logan and Pomeroy, local.....	83	3.87½	1.94	3.00	2.00	12 " "
Columbus and Athens, local.....	76	3.87½	1.94	3.00	2.00	12 " "
(a) All branches.....		3.60	1.80	2.90	2.00	12 " "
Work, Wreck and Circus trains.....		3.50	1.75	3.00	2.00	12 " "
Rates of overtime per hour.....		.36	.18	.25	.17	

SWITCHING SERVICE.

YARDS.	Hours	Engineers	Firemen	Conductors	Brakemen	
Columbus.....	12	\$3.00	\$1.65	\$2.75 day 2 87 night	\$2 10 2.22	Overtime after 12 hours
Logan.....	12	3.00	1.50	2 45	1.95	" " 10 "
Nelsonville.....	10	2 50	1 50	2.45	1.95	" " 10 "
Pomeroy and Middleport.....	12	2.50	1.50	2.00	1 75	" " 12 "
(b) Marion.....	12	2.50	1.50	2.65	2.00	" " 12 "
Fostoria.....	10	1.50	1.50	2.50	1.85	" " 12 "
Rockwell.....	12	2.75	1.65	2.70 } day 2.15 n'ht 2.25		" " 12 "

(a) After January 1, 1893, Branch Conductors will receive \$3.00.

(b) After January 1, 1893, Brakemen, Marion yard, will receive \$2.10.

The practice of imposing fines for damage to rolling stock or company's property will be discontinued, and discipline will be administered by suspension and discharge.

In computing overtime, no fraction of an hour less than 30 minutes will be counted; 30 minutes and over shall be counted as one hour; time to commence from the time set for trains to leave. Any conductor or brakeman causing delay to train, and overtime being made from said cause, the remainder of the crew to receive overtime, and the person causing such delay to be discharged or suspended, as the case may warrant.

Competent callers will be appointed where necessary to call train men at least one hour before leaving time of the trains, provided they live within the limits fixed for each yard, and have entered their address in a book to be kept for that purpose at the designated offices. Exceptions will be made to the rule in the cases of men assigned to regular runs, in such cases no call will be made. When train men are called for duty and their trains annulled, time will be allowed at overtime rates until relieved from duty (with a minimum of one hour). Such crews shall stand first out.

Trainmen attending court at the request of an official of the company shall be paid \$3.00 per day for conductors and \$2 per day for brakemen and legitimate expenses.

Trainmen deadheading over the road in their caboose or on passenger trains, will be allowed one-half their regular trip rates; when running light full time will be allowed.

Employees held off pending investigation, shall be given a trial within a reasonable time, and if, on subsequent investigation, found not guilty, shall be paid the wages they would have earned during the time of suspension.

All freight train crews, except local freight

crews, shall be run "first in, first out." Crews deadheading shall stand first out with respect to the crew that they or their caboose deadheaded with.

Crews shall be assigned to their respective divisions, and shall not be transferred to other divisions, except for temporary services.

Freight crews running pay car or extra passenger, to be paid on the basis of freight pay. Work, wreck and circus trains to pay \$3 and \$2 per day for conductors and brakemen, respectively.

Two brakemen will be allowed on all through and three on all local runs, except on the Hocking Valley division, where trains run double-header, when a third man will be allowed. This, on account of the fog to which the division is subject, and local conditions existing.

Promotion and reduction of force will be based on merit and ability. Where all things are equal length of service will govern. When freight traffic is light, reductions in force will be so made that fair living wages may be earned by trainmen, this to be agreed upon between the officers and trainmen.

Trainmen leaving the service of the company will be given a letter stating time of service, capacity in which employed and reason for leaving.

Trainmen will be notified when trip report is not allowed.

A. E. ROBBINS,

M. S. CONNORS,

Supt. H. V. & O. R. Divs.

Supt. Toledo Div.

ARTICLES OF AGREEMENT

Between S. A. & M. Railway and Order of Railway Conductors.

This agreement made and entered into this 19th day of August, 1892, between the Savannah, Americus and Montgomery Railway and the Order of Railway Conductors employed thereon, by

the Division Committee, H. M. Stokes, Chairman.

Article 1. The compensation of passenger conductors shall be one hundred dollars per month—5,600 miles or less to constitute a month's work; all over 5,600 miles to be paid for at rate of two cents per mile.

Art. 2. Local freight conductors shall be paid eighty-five dollars per month—2,500 miles or less to constitute a month's work. All over 2,500 miles to be paid for at rate of three and a half cents per mile. Between Americus and Helena shall be a preferred run with three crews, to run first in first out. The conductors on local freights shall receive extra pay for work done on their lay-over days at the rate of pay for class of work performed.

Art. 3. Through freight conductors shall be paid seventy-five dollars per month—3,640 miles or less to constitute a month's work. All over 3,640 miles to be paid for at the rate of two and a half cents per mile.

Art. 4. Work train conductors shall be paid sixty-five dollars per month—twelve hours or less to constitute a day's work. All over twelve hours per day to be paid for at rate of twenty cents per hour overtime.

Art. 5. All extra conductors shall be paid at rate of pay for class of work performed, as provided for in articles 1, 2, 3 and 4, and no more extra conductors to be employed than is absolutely necessary to do the extra work.

Art. 6. Conductors deadheading under orders, shall be paid their regular salary, and when conductors are detailed to attend court on company's business, they shall be paid for such service at the same rate of pay for actual time absent from their work as they would have received while on duty, together with their legitimate expenses while away from home.

Art. 7. No conductor shall be discharged or suspended from the service of the company without a fair and impartial hearing before the master of trains or superintendent, and shall have the right to call the Division committee to hear the evidence in his behalf, and should he be acquitted, he shall receive full pay while off for investigation, and should he be dissatisfied with the decision, he shall have the right to appeal, the investigation to be held within five days from date of offense. No fine shall be imposed on a conductor for any offense.

Art. 8. Conductors shall be relieved from handling their trains at junction and relay points where the company has a yardmaster.

Art. 9. Conductors within a radius of one mile of depot, at junctions and relay points, shall

be called not more than one hour before the departure of their trains, and shall not be held responsible for call, unless the conductor signs his name and time in caller's book.

Art. 10. When extra conductors are called and do not go out on account of train being annulled or otherwise failing to go out, they shall receive one-half day's pay, and if they are held on duty three hours or more, they shall receive a full day's pay for class of train for which they are called and shall stand first out.

Art. 11. There shall be two "O. R. C." conductors employed or promoted for every man promoted to conductorship.

Art. 12. Conductors shall not be required to take out a baggagemaster, flagman, porter or brakeman whom they know to be incompetent more than one round trip after they have reported inability of man or men, in writing, to superintendent or trainmaster.

Art. 13. Time slips will be returned to conductors at once for correction, when not honored.

Art. 14. Conductors will not be held responsible for not moving cars when notified by engineer that he has as many cars as his engine will handle.

Art. 15. Through freight trains doing any switching at intermediate points will be classed as local freights and be paid for as local freights.

Art. 16. Conductors handling freight cars on passenger trains shall be paid at the rate of one cent per mile extra, in addition to their regular salary.

Art. 17. All instructions to conductors relative to their trains, or movement of cars or placing of cars, must be given in writing.

Art. 18. As far as practicable, the crew board in train office shall be marked up at 4 o'clock p. m. for the next twenty-four hours.

Art. 19. Conductors to have preference of runs according to seniority, merit and ability being equal; the master of trains or superintendent and division committee of conductors to be the judge of ability and merit. Seniority to date from the time of conductor's promotion or employment as such.

Art. 20. No conductor shall be discharged or suspended for serving on any committee. When reasonable notice has been given, members of division committee will be granted unlimited leave of absence when on committee business.

Art. 21. No departure from this agreement shall be made by either party thereto without thirty days' notice in writing to the other parties thereto.

The articles enumerated in this agreement constitute in their entirety a contract between the Savannah, Americus & Montgomery Railway and

the "Order of Railway Conductors," and shall remain in force and effect until a new contract is made.

This contract to take effect September 1, 1892.

In witness whereof, the parties to this contract have duly executed the same the day and year first above written.

SAVANNAH, AMERICUS & MONTGOMERY RY,

By S. H. HAWKINS, Pres.

Accepted by the Order of Railway Conductors:

C. H. WILKINS, A. G. C. C.

H. M. STOKES, Ch. Div. Com.

GULF, COLORADO & SANTA FE RY. CO.

GENERAL MANAGER'S OFFICE,)
GALVESTON, TEXAS, July 15, 1892. }

The following schedule of pay and regulations will govern trainmen in the territory under my jurisdiction, on and after this date:

PASSENGER SERVICE.

Article 1. Regular assigned passenger runs exceeding 4000 miles per calendar month, conductors shall receive \$125.00; brakemen \$60.00 per month.

Regular assigned passenger runs less than 4000 miles per calendar month, conductors shall receive \$100.00; brakemen \$55.00 per month.

BRANCH LINES—MIXED RUNS.

Houston branch, conductors \$100; brakemen \$65.

Montgomery branch, conductors \$100; brakemen \$65.

Honey Grove branch, conductors \$90; brakemen \$60.

Weatherford branch, conductors \$100; brakemen \$65, calendar month.

LOCAL FREIGHT SERVICE.

Between Galveston and Sealy, conductors \$90; brakemen \$60.

Between Sealy and Temple, conductors \$95; brakemen \$65.

Between Temple and Cleburne, conductors \$90; brakemen \$60.

Between Cleburne and Gainesville, conductors \$90; brakemen \$60.

Between Gainesville and Purcell, conductors \$90; brakemen \$60.

Lampass branch, conductors \$90; brakemen \$60.

Dallas branch, conductors \$95; brakemen \$65

The working days of a calendar month constitute a month's work, and mileage in excess of 100 miles will be paid for at same rate between Gainesville and Purcell.

WORK TRAIN SERVICE.

Conductors shall receive \$90; brakemen \$60

The working days of a calendar month to con-

stitute a month's work; 12 hours or less to constitute a day's work. Work train crews to be paid mileage going to or returning from point where work train is located, provided that cars are handled which do not belong in the service in which they have been engaged. Crews assigned to work train service shall be notified of such assignment when called. When conductors act as foremen \$20 extra per month to be paid.

THROUGH AND IRREGULAR FREIGHT SERVICE.

Conductors shall receive 3 cents and brakemen 2 cents per mile.

Art. 2 On all freight runs of 100 miles or less requiring more than 10 hours to make the run, overtime will be paid at the rate of ten miles per hour for trainmen. On all freight runs exceeding 100 miles, trainmen will be paid overtime for all time used to complete the trip in excess of an average speed of ten miles per hour at the above rates. Ten hours shall constitute a day's work for conductors and brakemen in freight service.

Art. 3. Conductors and brakemen in freight service, when making doubles, only the single of which is less than 100 miles and the double more than 100 miles, will be allowed 200 miles, should the double consume to exceed 16 hours.

Art. 4. When crews of through, local or mixed freight train are required to do switching service at terminal or division stations they will be paid extra for such service at a rate of ten miles per hour for conductors and brakemen, less than thirty minutes not to be counted; thirty minutes and over, and less than one hour, will be computed as one hour. Through freight crews delayed at any point more than one hour loading or unloading stock, loading or unloading material or required to switch more than one hour at any point, will be paid extra for such service at the regular overtime rates. Local crews switching, loading or unloading stock at places where switch engines are usually kept shall be paid extra for such service at regular overtime rates; provided, however, that any time allowed under this article for such extra service will not be computed as overtime at the expiration of the runs.

Art. 5 When local freight crews are compelled to sidetrack their trains to do construction work, load or unload material, they will be paid extra for such service at regular overtime rates, regardless of time used in making the trip, it being understood that this service is not to be paid for twice.

Art. 6. Short runs or turn rounds made within twenty-four hours where mileage is less than 100 miles will be allowed 100 miles.

Art. 7. Freight crews will be allowed regular freight rate for handling passenger trains or passenger equipment

Art. 8. Freight or passenger crews making extra trips in addition to the regular assigned runs will be allowed extra time on the basis of pay allowed other crews for similar service, except as is provided in article 7.

Art. 9. Trainmen required to remain on duty thirty minutes or over with their trains after arriving at a terminal station shall be paid at the rate of ten miles per hour.

Art. 10. Crews paid on a basis of a calendar month will not have their pay reduced on account of national holidays in case their train does not run.

Art. 11. In computing overtime no fraction of an hour less than thirty minutes will be counted; thirty minutes or over, and less than one hour, will be counted one hour.

Art. 12. Crews deadheading under orders will be paid full time, excepting that trainmen deadheading on passenger trains under orders will be paid half time. Crews will go with their cabooses when cabooses are deadheaded.

Art. 13. Crews not assigned to regular runs will be run first in first out. In ordering crews when deadheading is required, the second crew will run the train, the first crew deadheading, the deadhead crew being ahead of the crew with whom they are deadheading on reaching the terminal of the run.

Art. 14. In making up trains yardmen shall put all air cars on head end of train and next to engine when safe.

Art. 15. All pilots to receive conductor's pay according to the division on which they are employed.

Art. 16. Where crews are compelled to double hills such crews will be allowed the extra mileage made; for example, if the hill is five miles long, an allowance of ten miles in addition to the length of the run will be allowed.

Art. 17. Trainmen will be notified when time is not allowed as per trip report.

Art. 18. Main line trainmen will be called at division terminal stations by train caller, who will be provided with a book in which the men called shall enter their names, together with the time they are called. The district in which trainmen will be called will be established by the division superintendent. Working time of trainmen to commence within one hour after they have signed caller's book, unless leaving earlier.

Art. 19. When trainmen are called, and for any reason other than their own act do not go out, if held on duty less than five hours they will be paid one-half day and stand first out. If held more than five hours they will be paid one day and go behind other crews at that point.

Art. 20. Any trainman, after a continuous service of sixteen hours or more, shall, upon a written or telegraphic notice upon trainmaster or other proper officer, be entitled to eight hours rest before he is again called for service, except in cases of wrecks and washouts; and provided also that such notice is given prior to or at the expiration of any run. Following crews will the right to run round any crew laying over for rest.

Art. 21. Crews will not be released between terminal points.

Art. 22. No more men shall be employed in the service than is necessary to do the work and earn a reasonable monthly compensation. Whenever train crews are making less than 3,000 miles per month a committee of trainmen in good standing employed on the division may call the attention of the trainmaster or superintendent to such surplus of men, when the matter will be fully investigated, and if conditions are found to warrant it a reduction of force will be made, such reduction to be made in the order of promotion. Nothing in this article, however, shall prevent the division superintendent from increasing or reducing forces at his discretion. Every employé should understand that it is his privilege and duty to make written appeal to his division superintendent whenever by promotion, reduction or assignment he deems an injustice has been done him.

Art. 23. Trainmen attending court at the request of an official of the company will be paid at the same rate that they would have been entitled to had they remained on their run, and if away from their home station, in addition thereto, their legitimate expenses.

Art. 24. Freight cabooses and their crews shall not be laid over for the reason that their conductors have laid off for any cause.

Art. 25. When a change of division or train runs require trainmen to change their place of residence they will be furnished free transportation for their families and household goods to their new place of residence.

Art. 26. In line of promotion brakemen will be promoted from the ranks of freight brakemen according to age on respective divisions and their ability to assume the duties of conductor; for every two brakemen so promoted one conductor may be hired or promoted from the ranks regardless of age in the service. Any conductor so hired or promoted shall have had at least one year's experience as conductor on a steam surface railway, and shall be required to pass such examination as the rules of the company require. The rights of all conductors and brakemen, as such, shall date from the time they enter the continuous freight train service of the company, it being understood

that a man shall be classed as a conductor from the date of his assignment as extra conductor, in accord with the provisions of this article. In the hiring of brakemen, preference will be given to experienced and competent men.

Art. 27. When a conductor or brakeman is suspended he shall be notified in writing the day his suspension shall take place, and it shall plainly state the length of time suspended and for what cause.

Art. 28. When trainmen leave the service of the company they shall be given letters stating time of service, in what capacity employed and cause for leaving the service, the said letters to be within a reasonable length of time, provided they have worked on the division sixty days or more, said letters to be signed and stamped by the superintendent of the division.

Art. 29. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause. In case of suspension or dismissal, if any employé thinks his sentence unjust he shall have the right within ten days to refer his case by written statement to the division superintendent. Within ten days of the receipt of this notice his case shall have a thorough investigation by the proper officer of the railroad company at which he may be present if he so desires, and also be represented by any disinterested employé of his choice. In case he shall not be satisfied with the result of said investigation he shall have the right to appeal to the general manager. In case of intoxication or insubordination dismissal will follow. In case suspension or dismissal is found to be unjust he shall be reinstated and paid for all time lost.

Art. 30. When conductors or brakemen leave the service of the company of their own accord they shall not be reinstated. Leave of absence will not be granted for more than sixty days, except in case of sickness.

Art. 31. When it shall become necessary for train crews to coal up engines the crew shall be paid for same at the rate of 30 cents each per engine.

Art. 32. Local crews shall load cotton only at station platform and then only as many as seven bales at any one station.

Art. 33. When any passenger or freight conductor makes proper objections in writing to the trainmaster or superintendent against any brakeman under his charge, such brakeman shall be assigned to another crew or dismissed from the service if the circumstances justify. Any brakeman shall have the privilege of changing from any crew or run on presentation to the trainmas-

ter of proper reasons therefor. The trainmaster to decide what constitutes proper reasons.

Art. 34. When reasonable notice has been given members of grievance committees will be granted unlimited leave of absence when on committee business.

Art. 35. Regular assigned runs shall be run by the conductors and brakemen, if competent. When vacancies occur in such runs conductors and brakemen entitled to such runs, declining to accept them, or having accepted them declining to keep them, shall fall behind the men who take the run in line of promotion.

Art. 36. Extra conductors who are put back braking on account of dull business, or by their own request, shall not lose their rights as conductors. The oldest extra conductors will have the privilege of remaining on extra list if they so desire. Any extra conductor or brakeman on extra list who in his turn shall catch a caboose and crew from which the conductor or brakeman has been laid or pulled off, shall hold said caboose and crew until the regular conductor or brakeman returns to work. Extra conductors and brakemen will be run first in first out.

Art. 37. Trainmen accepting a permanent position in yard service shall have no rights in train service, Brenham and San Angelo excepted. Thirty days at one time shall be considered permanent service in yard.

Art. 38. On locals between Cleburne and Gainesville, the third brakeman shall be allowed from July 15th to October 15th, of each year, until such time as the local business on said division requires his service continuously. The brakeman on Weatherford branch trains required to handle mail or baggage shall receive \$5.00 per month in addition to regular brakeman's salary on same run.

Art. 39. The articles enumerated constitute in their entirety an agreement between the Gulf, Colorado & Santa Fe Railway Company and its conductors and brakemen. All rules and regulations previously in effect are null and void. No departure from the provisions of this agreement will be made by any party thereto, without thirty days' notice of such a desire in writing has been served upon either party thereto.

GULF, COLORADO & SANTA FE RY. CO.

By C. O. WHEELER, Gen. Manager.

S. K. WHEELER, Supt. of Trans

For the Order of Railway Conductors:

A. B. GARRETSON, Grand Senior Conductor.

J. A. WILSON, General Chairman O. R. C.

For the Brotherhood of Railroad Trainmen:

P. H. MORRISSEY, Acting Grand Master.

O. W. BETTS, Ch'n Gen. Griev. Com. B. R. T.



Charles J. Hausler.

At the funeral of Conductor Charles J. Hausler, of the Missouri Pacific Railway, which occurred from Welden's undertaking rooms in St. Joseph, ex Chief Conductor Welch, of the Order of Railway Conductors, delivered the following eulogy:

Charles J. Hausler was born in St. Joseph in 1850, and was 42 years old at the time of his death. He was left an orphan at the age of 5. C. J. Hausler was then living with his uncle, Joseph Andriano, who is prominently known in St. Joseph, and remained with him until he had acquired sufficient age, when he went on the railroad as brakeman, in which position he continued until some seventeen years ago, when he met with an accident so severe that it left him a cripple for life, and was ultimately the cause of his



death. While lying in a crippled condition the ambitious boy (for he at that time was but little else) learned the art of telegraphy. When he had sufficiently recovered from the accident he was placed as baggageman in St. Joseph and short-

ly after was promoted to the position of passenger conductor on the K. C., St. J. & C. B. railroad, which position he held with honor to himself and entire satisfaction to his company for fourteen years.

Brother Hausler was an honorable member of Carver Division, of the Order of Railway Conductors, No. 28, at Atchison, Kas. Brother Hausler was a man who was never found slandering a brother nor anyone, nor would he allow anyone to be slandered in his presence. He was a true believer in the Allwise God; was first in charity, and was at all times ready to give substantial aid to those whose circumstances required it. Brothers and friends, may the memory of our departed Brother outlast our lives, and I only hope, Brothers and friends, that you and I when we are called upon to "Take the Train," the soul of our deceased Brother has already taken, that we may have the same train and with him ride through the eternal ages with our Savior, the Grand Chief Conductor of the Universe,

Seniority.

I have read with much pleasure the opinions of brother workmen on this question, and with those who oppose it I heartily agree. It is my opinion this law would be gross injustice. For twenty-two years I have faithfully served the railroad, and I certainly would not relish the idea of struggling behind a man who for as many years had raised corn and cotton. In all other branches of business after a man has served an apprenticeship he is considered always competent to fill the position he at first attained. An eminent physician, on changing his place of practice, does not seek another doctor in the latter place under whom he may again study. A civil engineer on once gaining a reputation as thoroughly competent in his special line is always recognized as master of this branch of work. And why should a conductor who has faithfully given years to the work, patiently serving his days of apprenticeship, be expected to again begin at the first round of the ladder and repeat that which it took him months

of study to attain and which he so thoroughly has mastered? Seniority, in my opinion, is not of benefit to conductors, and I, as one of them, will declare it an injustice. Should this law be passed on our roads our conductors will be but farmers in uniform (figuratively speaking), unfit for the positions assigned them, while we who deserve their places will be plodding along behind. Old men of fifty struggling for positions we filled with ease at thirty. Hoping my opinion will meet with some approval, I am

Yours in the cause,

E. R. WOODWARD,
Fort Worth, Texas.

Foreign Blacklisting.

Can a person be blacklisted by enemies who do their dirty work through some guarantee company, with its head office in Canada, and the accused's signature has to be attached to an application that states that his amount for damages against said guarantee company for misrepresenting or refusing to bond him, and thereby depriving him of holding any position with any company where he is required to give bond in the above named company, are limited to \$50?

The writer knows of instances where men were employed as station agents and conductors who had given good satisfaction to companies they were employed by, but were asked to give a bond in a foreign guarantee company, which they made an application for, as it was a custom of the road they were employed on to require its passenger and freight conductors to furnish a bond in this one company and if it was refused no other company's bond would be accepted.

A superintendent of a railroad was asked if he would hold this guarantee company responsible if any of his conductors should be found to be dishonest after they had been compelled to pay from their daily wages, through the railroad company, for this bond.

His answer was, "No, sir. We use this guarantee company to look up the records of men making applications to us for employment, as we don't like to bother with it."

Of course it is no expense to us as the applicant pays the company for looking up his record.

But few conductors on this continent could say but what they had some enemies, and if this guarantee company correspond with them, now is their time to drive a nail in his coffin, if they haven't already done so.

Your enemy is promised by the company that his communication to them shall be strictly confidential. Does not this furnish a splendid oppor-

tunity for Mr. Enemy to blacklist you, over some personal grudge he may have against you?

I say blacklist, for it puts you out of employment and keeps you from getting anything to do on any road where this company exists.

What redress has a man in the United States against a foreign bond company?

There are already laws in seventeen different states against blacklisting, but some of their lawyers say they can't do anything with the aforementioned guarantee company as it isn't in the United States.

The only way is to kill this company through our state laws or refuse to make application for bond to it, and by so doing avoid being blacklisted by our enemies for unjust causes,

If a conductor is guilty of any misdemeanor or crime let him be punished by our state laws, instead of being deprived of work and condemned by that foreign company and compelled to catch what he can for employment after putting in the best part of his life in railway service; and would be there to-day if some one had not furnished this great and glorious guarantee company with a few lines of falsehoods against him.

I would like to hear from some of the conductors on this subject.

A CONDUCTOR..

Editor Railway Conductor:

As the discussion seems now to be fairly open, as regards the merits or demerits of vertical hook draw bars, I will give my views from experience on a line that has in use "Janney," "Gould" and "Chicago" type of hook couplers on freight cars.

I am willing to acknowledge there are good features in these draw bars, but all are open to nearly the same objections and they are not a safe coupler to use when coming in contact with the ordinary link and pin draw bars. The slot in the knuckles does not readily take all kinds of links, and the bevel of the slot does not always permit the link to stand in the proper position for making a coupling, making the work more hazardous by the necessity of hanging on to the link with the hand a longer time in order to enter it in the opposing draw bar.

In my experience the percentage of failures to make such couplings are also greater, even where extra care is taken, amounting to fully 30 per cent, not taking into consideration the many times the link is coaxed into place after the cars have come together, which is a dangerous practice, but some will do it.

Another element of danger lies in the small space allowed in the knuckles for the admission of the link, or whatever else you may have to use to couple with. On the line on which I am employed many of the pilot bars of the engines

will not enter these slots in the knuckle. I have changed bars on one engine twice to make a coupling, not forgetting to try both ends, and then have been compelled to make a "Dutch coupling," as we call it, in order to couple onto a car with a hook coupler. No drawbar can be said to be safe or a success that makes such things necessary. As to breakages we do very little of that here, and my experience does not show a hook coupler to be weaker than any other style. (Air is used here on freight trains with all kinds of couplers and is a success, notwithstanding the assertion of Mr. ———.)

There is another dangerous feature in some of the hook draw bars, and the same thing exists in many ordinary draw bars. I refer to the fixed pin. That is a pin that cannot be entirely removed from the draw bar. I consider this the most dangerous thing ever put on a car, from the fact that in switching many times the pin must be held up with the hand while the cars are in motion, and at other times when you think you have it fixed so it will not fall back after pulling it, a little jar will settle it back in its place, recoupling the train. The man doing the switching rushes in to pull the pin again in order to save time or from some other cause, and when it is all over finds himself minus a finger or foot, if nothing worse happens. A victim to his zeal and the lack of practical knowledge on the part of the man who conceived such an idea.

The man who invented this death trap and every man who ordered it adopted should be chained together, and compelled to walk forever over a road made of such pins, kept red hot.

If all the cars in the country could be changed to hook couplers in a single day the question would be solved, so far as the cars are concerned. Then take all the pilot bars off the engines and put on the bull nose couplings, and the danger to life and limb from coupling cars would be reduced as low as it probably ever will be. But that is an impossibility, and many lives are sacrificed every year in consequence.

I believe the company by which I am employed are using their best efforts to make their cars safe for trainmen to handle, and are trying both hook and link and pin style of safety couplers in order to find out which is best. They went so far two years ago as to have a vote taken over the entire system as to the advisability of using a certain hook draw bar. Nearly every employé in train service voted to have the hook coupler adopted, and the company equipped a great number of cars with it. They now as unhesitatingly condemn the same as a nuisance, and dangerous to life and limb.

In view of this, it cannot be wondered at that the railway companies hesitate to adopt a new coupler. To my mind there is but one practical solution to the question. That is to have the government appoint a commission composed of practical men and expert car builders, and have this commission give the various styles of draw bars a practical and thorough test, then select a standard and pass such laws as will equip all the lines of railway in this country with this standard draw bar, and stop this extravagant waste of life, limb and money in the futile attempts now going on to find a safe coupler for freight cars. J.

Division 83 Dedicates.

Beautiful women attired in handsome garments, and brainy men from all the walks of life mingling together amid flowers and music, made a picture of splendor at the new Webster block last night that has never before been witnessed in Galesburg.

The occasion was the formal opening and dedication of the magnificent new hall of the O. R. C., and well did the members of the order perform the arduous work undertaken by them. The event was the most brilliant and successful social affair ever given in this city, and all social Galesburg was there with her sunniest smiles to lend enchantment to the joyous affair. It also might be termed the opening of the social season and the coming months of gaiety and festivity were ushered in in a most appreciative and delightful manner.

Over 1,200 invitations were sent out by the O. R. C. and the acceptances were very general, while the regrets were sincere and came from all parts of the country. The order has entertained friends on several occasions since its organization, but its members outdid themselves last evening and added to their reputation as jolly hosts.

The decorator spread himself with a lavish hand in the decoration of the new hall, and the parlors and spacious dancing hall were converted into veritable bowers of beauty. In every convenient nook and corner, flags and bunting were placed to lend variety to the scene and they blended well with the exquisite furnishings of the rooms. The gas chandeliers were handsomely draped while the burners were covered with red, green and white globes, emblematic of the order.

At one end of the hall was hung the silken banner on which was inscribed the words "Galesburg Division, No. 83, O. R. C., Galesburg, Ill." While at the other end of the hall and covering the table used by the chief conductor was a

handsome spread made by the ladies of the auxilliary and on which were the symbols of the order in dainty colors,

The guests began to arrive shortly after 8 o'clock and for two hours thereafter the rumble of carriage wheels could be heard as the hacks rolled up to the Prairie street entrance with their loads of human freight. As the guests reached the third floor they were met by the O. R. C. reception committee, consisting of E. S. Kimball, F. M. Sheridan, Chas. Stofft, John Harthorn, W. L. Boydston, J. L. Brownson, John Zoll, J. C. Weidenhamer, A. F. Wilcoxon, G. A. Griffin, Fred Axen, T. C. Garrity, each member having a handsome badge of red, and escorted to the parlors where wraps were laid aside. The guests were then ushered into the large hall and took seats to listen to the first part of the program that had been especially arranged to commemorate the dedication of the handsome new hall. This part of the exercises was presided over by Chief Conductor O. N. Marshall, who announced as the first on the program a selection from the Lindoft Band. The boys seemed to be filled with a new inspiration, for never before have they sent forth such soft and sweet strains of music. Mayor F. F. Cooke was next introduced, and in the course of his remarks said:

Chief Conductor, members of the Order of Railway Conductors—We find ourselves present this evening in obedience to order number 83, ready to participate in the pleasures of dedicating this beautiful hall to the purposes of this honorable order. I can assure you that it is a pleasure to obey such a command, especially when attended with so much anticipated enjoyment. We greet the establishment of this beautiful and commodious meeting place and recognize it as in keeping with the general trend of prosperity, so prominent in this fair city. We know that the precious stone gains much of its brilliancy from its setting, and so we appreciate the fact that societies such as yours increase their effectiveness and usefulness from the character of their environments. The rare taste manifested in the preparation of this beautiful home, illustrates the advancement made by railroad men in the last quarter of a century, in morality, sobriety and intellectuality. I therefore most heartily congratulate you on the character of these surroundings, as well as upon the manifest appreciation of your invited guests of the evening.

The Order of Railway Conductors must necessarily be composed of men who have demonstrated their fitness to be intrusted with great responsibilities by reason of the initiatory training to which they have been subjected in the less

responsible positions in the railway service. To be known as a railway conductor on so great a line of road as the C., B. & Q. amounts to a badge of respectability, and entitles a man to be known without further investigation as one careful, sober, trustworthy, and so the calling, coming as it does by close attention to duty, and by the observance of the strict rules of morality and sobriety, at once places the calling among the most honorable among men.

The order is the reward of faithful service to the interests of the road and to the public, it maintains its existence by promotions granted because of previous good character and fidelity to duty.

The good opinion the public has of a great railway system and its desirability among competing lines, comes from the opinion the public forms by reason of their contact with its train service, the care and courtesy of its conductors, and I am free to say that the great reputation enjoyed by the C., B. & Q. that you have the honor to be connected with, comes by reason of the splendid character of its employes in all the departments of its service, especially from the care and courtesy bestowed upon the public by its train men.

Such marvels in railway transportation as the world witnessed during the time of the transportation of that vast concourse of people to Denver during the triennial conclave last summer and their safe return to their homes over this line without a single injury, or loss of a dollar's worth of property, excited the admiration of the public and the astonishment of the railway world, and at once established the reputation of this line throughout the entire land as the best equipped in its train service of them all.

Out of the Order of Railway Conductors have come some of the most distinguished railway managers of to-day, who are supervising the interests of these great corporations, and I am more than willing to say that the profession of railroading offers to day as much, if not more inducements to the able minded young man than are presented by any of the other callings in life. The opportunity for the gratification of ambition seems to be as inviting in this calling as in any requiring force of character and superior intellectual endowments.

Your order has exercised a great part in framing and moulding the character of the railway man of to-day, and its intelligent and conservative influence has more than once been exerted in curbing the heated passions of your brethren, when excited by bad advice, in the adjustment of the vexed questions arising between employer and employe.

I must not tax the patience of this audience, or detain them longer from the greater pleasures of the evening. I can only assure you of the esteem of this entire community, and express for myself and for those present the hope that this beautiful hall will ever be an agreeable resort, a welcome home, and a source of prosperity to this order.

Mayor Cooke was followed by Postmaster F. A. Freer in a short and very appropriate address. He said that he felt highly honored at being invited by the committee to address the order. He said that as he walked about through the beautiful halls and parlors it took him back to the time when there were no railroad men in the city. Thirty or forty years ago there were no such fine halls as this. The railroad men were not respected as they are now. Just why this was he could not tell, but they had so conducted themselves as to win the esteem and confidence of all and are now one of the most respected class in the city. He referred in a humorous way to the time that a passenger train was approaching Keithsburg and the landlord of the hotel telegraphed to find out how many he should get supper for. The word went back to prepare a meal for six gentlemen and three railroad men. That the railroads of this country had grown in popularity could be no more fitly illustrated than by the word "hustle." It was a word clearly typical to a railroad man. Before the railroads came, this country plodded along as best it could, but now it was on the hustle. He congratulated the conductors on their beautiful hall, and hoped that the meetings to be held in it would be of much benefit to all.

After music by the band, Mr. P. H. Morrissey was introduced and spoke on behalf of the B. of R. T., of which he is first vice grand master. He said that when he arrived home Wednesday evening he was informed that the grand master could not be present and that he would be expected to make a speech. But he was in a ticklish position, for those who had preceded him had crept into his freight yard and taken some of his precious links and pins and that he had been left on the ground with nothing to make a coupling with. The conductor of to-day teaches us a lesson as he comes through the car and asks for the piece of pasteboard that entitles you to a ride. He is always gallant to the ladies and stands the war of words from the impatient passengers in a way that would drive an ordinary man crazy. There can be found nowhere a braver class of men than the railroad conductors. There may be men who are better versed in parliamentary rules and can appear to a better advantage in society, but there

are none who are braver in the discharge of their duty than the conductors of the United States and Canada. It was also stated that more men go down to death each year in the service of the railroads than were killed at the battle of Gettysburg. There was a time when railroad men did not bear a very good reputation, but since the organization of their orders things have changed wonderfully.

After some further remarks Mr. Morrissey, by request, recited a poem written by a locomotive fireman on Decoration Day. It was a beautiful thing and brought forth a storm of applause. He said he came as a representative of a sister organization that stood shoulder to shoulder with the conductors and that it was with pleasure that he wished the conductors godspeed in their new hall.

Mr. W. F. Bailey was the last speaker on the program. He commenced by saying that it had been abundantly demonstrated that Galesburg had a mayor and a postmaster and an order of railway conductors of whom not only Galesburg, but the country might be proud. Not alone Galesburg, but other prominent cities owe much of their prosperity to railroads. The railway employes in Galesburg are reckoned among our most honored and respected citizens. The character of railway policy has changed and along with this has come a change in the character of railway employes. Added responsibilities create self respect in the men who bear the burden, and surely there is no business that imposes greater responsibility for life and property than that borne by our railroad men.

In 1889 from reports received from 153,385 mileage there were 704,743 railway employes in the United States, carrying 472,171,343 passengers, traveling 11,553,820,445 miles, and carrying 539,639,583 tons of freight 68,727,223,146 ton miles, with gross receipts amounting to \$964,816,129. All the responsibility for this vast traffic is imposed on our railway employes. Who can say this is not a business calling for the exercise of the highest qualifications of which man is possessed. There are many valuable trains worth more in dollars and cents than any single business in this city outside of the banks. Who has charge of the train? The conductor, the engineer and the fireman. Each one of whom must possess a clear head, sound judgment and no end of discretion. No business man in our city has greater pecuniary value intrusted to his care each day than is intrusted to our railway men. No wonder such men stand high in the community. They have been tried in the balance and have been found men of integrity, brave and true.

But there is another side to this responsibility, and the facts are startling and sad to contemplate. The official returns show that in 1889 out of 117 conductors, firemen and engineers, one was killed, and out of every 12 there was one injured. More men lost each year in the railway service than Meade lost at Gettysburg. Not alone is there responsibility imposed on these men for the transportation of valuable property, but for the lives of the five hundred million passengers intrusted to their care with the absolute certainty that they are assuming these responsibilities in the face of dangers greater than soldiers faced upon the battle field. All honor to these men, brave, heroic and true. Is it any wonder that such men should be honored and respected in our community, and that our citizens should feel honored in receiving an invitation to be present at the dedicatory services of this beautiful hall and these pleasant rooms devoted to their use and pleasure? Our best wishes go with you, for no class of men deserve a higher place in our esteem than the railway trainmen.

The new hall of the O. R. C. is one of the handsomest in the city and will be much sought after by different organizations for holding meetings. It is conveniently located in the new Webster building on Prairie street, and is perfect in all its appointments. The hall is 44x70 in size. In the front part has been partitioned off a reception room and parlor that is handsomely finished with oak. The walls of these rooms are hung with pictures appropriate to the order, while a handsome and costly carpet covers the floor. Adjoining this room is one set apart as an office where all business pertaining to the lodge is to be transacted.

Directly back of this is situated the lodge room, all finished in oak. Stationed along each side are the handsome opera chairs to be used by the members during meetings. At the extreme east end of this room on the high platform on which sits the chief conductor in a large easy chair of oak trimmed with leather. The contract of furnishing the hall was given over to the firm of Dean & Son, and they have done their work well. The work of decorating was done by the Palace of trade.

Long live the O. R. C.

MERIDIAN MISS. OCT, 12 1892.

EDITOR RAILWAY CONDUCTOR:

Last Sunday evening at a regular meeting of Division 105, Order of Railway Conductors, Brother R. E. Harris was presented with a handsome pin by the members of the division as their appreciation for his most efficient ser-

vices as secretary and treasurer for the past eight years. Brother S. E. Wilson, a conductor on the N. O. & N. E. R. R., made the presentation with the following remarks:

Brethren and friends, it is not necessary to announce why I am before you. Therefore, with your kind attention, I will address my remarks to our esteemed secretary and treasurer.

Brother Harris, in behalf of the members of Division 105, Order of Railway Conductors, I now have the pleasure to present to you this piece of jewelry set with a glistening diamond, which is of its own nature untamable and unyielding, clear and transparent and, second, most valuable and precious of all stones. It represents those traits of character so admirably developed and so highly appreciated in you.

1st. You have ever been untamable and unyielding in the discharge of your duties to this order, your motives like this precious stone have always been clear and transparent, and lastly as an evidence of their appreciation for your valuable services. I shall present in behalf of the members of Division 105 this stone.

There are those, in all probability, who do not appreciate the objects and purposes of our grand Order, but with yourself, I am proud to say it has always merited unflinching devotion. Wear this stone always, ever bearing in mind it represents the esteem and perpetual friendship of the members of this division.

Brother Harris' responded as follows:

Brother Wilson and members of Division 105, words are inadequate to describe my feelings on this occasion. I accept with the profoundest feelings of gratitude the present given me, not for its intrinsic value or worth, but, a token of brotherly love and your appreciation of my services.

In looking over the record of the list of members, I find a good many of our worthy Brothers have crossed the river of life and gone to the other world and a good many to other fields of labor, yet a good many new ones have come in to take their places.

Brothers, I can only wish that each one of your lives may be as bright and pure and unspotted as this stone you have given me to-day.

Again, Brothers, I thank you.

EMMET.

WILMINGTON, N. C., OCT. 10, 1892.

EDITOR RAILWAY CONDUCTOR:

I have intended for quite a while to send you some news from our part of the country, but couldn't scare up anything which appeared to me to be worth the space in the journal.

Now I think I have something: At a Union

Meeting held by this Division on the 19th of last June, it was decided to form an association, to be known as The Annual Union Meeting Association, and composed of all divisions of the Order of Railway Conductors and Brotherhood of Locomotive Engineers in the States of North and South Carolina. It was decided to hold the first meeting of the association at Columbia, S. C., Oct. 9th, and that for the future, the meetings be held annually on the second Sunday of the same month.

The first meeting came off according to the programme, yesterday, at Columbia. There were over one-hundred attendants which isn't much for some parts of our country, but is doing very well for us. Every division of both orders in the two states was represented except the B. L. E's. of Asheville, N. C.

So far this division of B. L. E. has signified no intention whatever of forming a part of our association. We haven't, however, given up looking for them. The B. R. T's. signified a willingness to come in and so did the B. L. F. and both of these organizations were invited to join us. Only three trainmen attended and about fifteen firemen. These brothers were heartily welcomed, and seemed to enjoy themselves.

The O. R. T. is being pretty well organized in the Carolinas now, it was reliably stated, and they were, by action of the body, elected as members of the association.

So, from front to rear, we are getting coupled up.

The association is intended to promote harmony and brotherliness among all branches of organized train service, and has begun to drive the wedge in good honest shape.

We had hoped to have Bro. Clark and Mr. Youngson of the B. L. E. with us at this meeting but both wrote that they were unable to attend.

It was decided to hold the meetings semi-annually, and to change the name of the association to The Semi-Annual Union Meeting Association. The next meeting will be held at Charlotte N. C. on 2nd Sunday of April 1893. An effort will be made to have some one of the Grand Officers of each organization present at the Charlotte meeting. The officers of the association are:

President, Geo. A. Wilson, B. L. E., Florence, S. C.; 1st Vice-President H. P. Johnson, O. R. C., Charlotte, N. C.; 2nd Vice-President, J. C. Swindell, O. R. T., Florence, S. C.; 3d Vice-President, P. R. Gibson, B. R. T., Charleston, S. C.; 4th Vice-President, M. J. Bolling, B. L. F., Columbia, S. C.; Secretary, J. P. Russell, O. R. C., Wilm, N. C.

I am glad to see THE CONDUCTOR whenever it

comes and wish to congratulate it upon the splendid showing it is now making.

Yours in P. F.;

J. P. R. Secretary, 271.

ED. JOURNAL: I noticed an article on seniority, from Chicago Junction, and while I am a seniority man myself, I do not think as Brother L. does. The conductors want us to agree to a clause in the schedule whereby the railroad company shall, *or can* promote two and hire one, there to be no discrimination between O. R. C. or B. of R. T. men; and after looking at this in the right light I can't help but admit that it would be a benefit to both organizations. Why? because in the first place it would have a tendency to stop the promiscuous making of railroad men, whereby this whole country is flooded with idle rail-rovers. Nothing could suit the companies better than to have this surplus, for the more that there are, the more chances they would have for getting scabs in case of trouble. Why, I have seen the time when every car on our division could be manned with a conductor and two brakemen off of the extra list.

In the second place, I don't think it right to bar a good railroad man out altogether. We will take Brother L., for instance, and say that he has been on the B. & O. for eight years, has put in some hard old licks, some bitter cold winters at the brake wheel, has worked his way up from the bottom of the ladder to freight conductor and proves to be a good one. A thoroughly competent man, he goes out and meets with some misfortune, probably through the negligence, carelessness or ignorance of a farmer brakeman; the circumstances are such that he would have to be discharged, as is often the case, and he would go to some other road and get a job in the afternoon, with some farmer or dry goods clerk who was employed in the forenoon; the farmer is called to go out first, consequently when they want a conductor the farmer is the man; he is the oldest in the company's service and must be promoted first. Brother L's eight years' experience is not worth consideration, his good record, years of toil, risk of life and limb don't go for anything; he simply isn't in it. Is this right? shouldn't a railroad man have some protection, be entitled to some consideration? Don't you think if the surplus was cut down to meet the demand that we could command and obtain a betterment in our condition in every sense the word implies? Don't you think that strikes would be fewer, and more successful if this surplus was kept down? Don't you think the B. of R. T. would be just as strong and made up of a class of men who are practical

railroad men, who would be a credit and a benefit to our order? It takes just as many men to run the roads under this plan, and if we take care of them and keep them employed and let them feel that the order is really a benefit to them in more ways than one, why, our order will always be as strong as it is at present. Brotherhood men often complain of receiving cold treatment when away from home and out of employment. Suppose a brotherhood man would come here, and we would exert all of our influence to get him a job, what would we have done for him? An injury. I think he would be placed about 38 or 39 times out on the extra list, and the consequences are that he would not make enough to pay his dues, let alone his board and other legitimate expenses, and would in time be expelled, thrown out of the brotherhood, and who would be to blame? He is honest, sober, industrious, will work and wants to work, but there is nothing for him to do, and I want to say that it is getting like this in many places. No, my brother, I say let's give the railroad men the jobs, and treat members we have with decency and they will make better Brotherhood men, and will strengthen our Brotherhood rather than weaken it. Oftentimes men who do not pay one cent into our brotherhood derive the same benefits as we do. They set right down and make no effort toward making a record or reputation, because they are on the seniority list and know that when their turn comes they will be promoted whether they merit it or not, consequently they don't care whether they do a good job braking or not. So long as there is no discrimination made between O. R. C. and B. of R. T. men I can't see why the B. of R. T. men wouldn't stand just as good a show as the O. R. C. men, and again, I am satisfied that this arrangement is talked of in all good faith—looking forward to a closer relation between the two Brotherhoods, whereby they would both gain, and neither lose, in the long run. I would like to hear from some of the brothers about this. Yours in B. L. T.—
in *Trainmen's Journal*,

A COMPARISON.

THE RAILWAY CONDUCTOR has no time to waste on "common scolds," who in ancient times were "cooled off" by the use of the now obsolete "cucking stool," nor will it demean itself by engaging in a tirade of vituperation and billingsgate; neither do we intend to continue a profitless discussion of dead issues, that were, perhaps, never really live ones. We are in the habit of using plain English, and when anyone, no matter who or where, attempts to besmirch the character of any officer of this organization, we propose to express our opinion plainly. THE CONDUCTOR stated in its last issue that when Editor Rogers, of the *Age of Labor*, stated that "Grand Chief Conductor Clark went to Buffalo full of hostility for

the switchmen and wishing for their defeat," he stated what he knew to be a falsehood. We have seen no reason to change our opinion, but on the contrary considerable to confirm it. Mr. Rogers complains we are unfair towards him in expressing this opinion and says "nobody can possibly know the thoughts in the mind of another," hence we could not know Rogers' thoughts and were guilty of an unpardonable offense in expressing our opinion. Yet, the *Age* editor does not hesitate to assume that he knew the thoughts in the minds of Clark, Wilkinson and Sargent, and that they "went to Buffalo full of hostility to the switchmen" and with a definite purpose of accomplishing their defeat. Possibly Mr. Rogers is the one exception to the rule which he dogmatically asserts; possibly he is the one solitary exception that proves the rule; possibly he is the one man who *does* know the thoughts in the minds of others; the one altogether wise and infallible among a horde of fools and traitors. In this connection it is interesting to note the difference between the opinions of Editor Rogers as a paid officer of the B. of R. T. and Editor Rogers as an expelled member of that organization. The *Age of Labor* complains bitterly because the executive officers of the three organizations permitted "a set of printed rules" to prevent them from engaging in a lawless and lost strike. In several places in his harangue Mr. Rogers expresses his contempt for laws, and, as *de facto* editor of the *Switchmen's Journal*, openly counsels setting the constitutions of the organizations at naught; advises anarchy within our own ranks and condemns those who obeyed laws made for their guidance, not by themselves, but by the members whose servants they are.

As a salaried officer of one of these same organizations, his opinion may be found on page 620 of the *Trainmen's Journal* in September, 1891, and he says, "If the members mean to deliberately engage in these unlawful strikes, it is useless to expect anything fair and reasonable from corporations in return. *Of what possible use is the constitution if it is not to be obeyed.*" And it is now just as true as it was when written by Rogers that "it will be a sorry day for labor when it rejects the cool counsel of ripe experience and listens to the hot words of the rash and reckless," and it doesn't make any difference what causes the "hot words of the rash and reckless," whether it be in pursuit of revenge for fancied grievances or of notoriety and lucre. The result will be the same. Too much importance has already been given to this accusation of disappointed ambition against successful executives of successful organizations. With those who know the men accused, no denial was ever needed, and with this we drop permanently this matter and decline to further contribute to the airing of Mr. Rogers' personal grievances, by calling attention to the inaccuracies, contradictions and misstatements, in his attempted reply to us. We sincerely regret that there should be any difference between this publication and any other that professes to be in the interests of railway employes, and that regret is increased by the fact that a brief personal acquaintance with Mr. Rogers led to a high appreciation of his unquestioned ability, and it is sad to think that it should be prostituted in an effort to tear down instead of trying to build up.



The School Journal says, "Place St. Nicholas in your household, and you need have no fears for the lessons taught your children." The magazine is the greatest aid that the teacher and the conscientious parent can possibly have. It entertains, and at the same time educates and instructs. The subscription price is \$3 a year. Remittances may be made directly to the publishers, The Century Co., 33 East 18th St., New York.

One of the most interesting of recent additions to current literature in the way of brief sketches, is from the pen of Irving B. Richman in the current number of the New England Magazine, entitled *The Home of Black Hawk*. Mr. Richman is well known in Iowa as an attorney and politician and his interesting description of Rock Island and its surroundings and its fascinating and romantic history as connected with the great chieftain of the Sauk Indians, demonstrates that he can be equally successful in literature. The article is finely illustrated.

The Minneapolis Journal, the People, published at Erie, Pa. and the Chicago Dispatch are welcome additions to our exchange list. The Journal and Dispatch are daily papers, the former republican in politics, the latter independent. Both are excellent newspapers in all that the word implies and both have a department devoted to the labor world that is ably edited, though if the Journal would follow the example of the Dispatch, the Pittsburg Post, Indianapolis Journal and several others that we might mention, and place its railway and labor news in the same place in each issue, it would be an improvement, we think. The People is a labor paper published weekly by the People Publishing Co., in the interest of the people.

Drear November's chilling blasts, while scattering the frost-seared foliage at will, have no power to mar the beauty of the evergreen leaves of cheery Outing. The current number is bright, healthful in tone and most seasonable in subject matter, and, for beauty of illustrations and pleasant charm of text, is one of the best numbers of the popular magazine that ever left the press. The contents are as follows: Yumi, the Japanese Long-Bow," by Robert G. Denig; "Through Darkest America" (continued), by Trumbull White; Battles of the Football Season of '91," by Walter Camp; "Bicycle Riding in Germany," by Fanny B. Workman; "A Day with the Quail," by Ed. W. Sandys; "A Thanksgiving Day's Bear-Hunt," by H. S. Habersham; "Acolita," by Edith Rob-

inson; "A Moot Point in Track Athletics" by John Corbin; "Harry's Career at Yale" (continued). Jno. Seymour Wood; "National Guard of New Jersey" (second paper), by Lieut. W. H. C. Bowen, U. S. A.; "Round the World with Wheel and Camera" (continued), by Frank G. Lebz, "Sturgeon Fishing in Russia," by Robert F. Walsh and the usual editorials, poems, records, etc.

The Debs Publishing Co. of Terre Haute, issues a little book that cannot fail to be of interest to every man who has ever found it convenient to illustrate his ideas by the crudest kind of a pencil sketch, and there are many instances where just a little knowledge of drawing would be of great benefit and convenience to almost every man. The book, though, is principally intended for machinists and shop men and those who are learning the trade. It is entitled *Simple Lessons in Drawing for the Shop*, by Orville H. Reynolds. In the opening chapter, the author refers to the conveniences afforded apprentices now which were lacking but a few years since, and states that a "fellow feeling born of walking in the rocky road" of the former apprentice impels him "to write for a class of young workers to whom he had the honor to belong in the misty past." The book is intended to give a "few simple pointers in a homely way, so that if he is so inclined, the apprentice of today can make himself understood in the universal language of a sketch," and it seems to us that the author as succeeded admirably in fulfilling the intent. The price is one dollar, on receipt of which the book will be sent postage paid.

Scribner's Magazine for November contains the second of its group of preliminary articles on "The World's Fair," this one being an account of "Chicago's Part in the World's Fair," by Franklin Mac Veagh, one of the prominent citizens of Chicago, who writes about the enterprise without any bias, frankly stating that he has no connection with the World's Fair Management." His account of what Chicago has accomplished is a wonderful record of enterprise and successful achievement. He shows how that city shouldered responsibilities which belong to the United States Government Commission; how she has supplied eleven million dollars instead of the five that was expected she would furnish; how she has arranged a site for the fair which in extent, situation, plan, and adornment exceeds anything ever before attempted, and that she has provided buildings equally remarkable in size, variety, and artistic

value. Mr. MacVeagh then points out how Chicago will adequately meet the question of transporting people to and from the fair grounds; how it will comfortably lodge any number of visitors who may seek the city, and how ample provision is being made for an abundant and perfectly pure supply of water.

The Home-Maker for November, Thanksgiving number, is on our desk and it causes us to wonder how its publishers can give so much for so little, the price of this most excellent home and family magazine being only \$2.00 per year, and certainly it ought to be a welcome visitor to hundreds of thousands of homes in the land. It is peculiarly a women's magazine, being edited by Mrs. Croly, better known perhaps as Jenny June, while the assistant and two of the four contributing editors are women. The Home-Maker, however, is not one whit behind its contemporaries that are edited and managed by the sterner sex, and the number before us is a particularly bright and sparkling one. It opens with a brief description of Cogoleto, Columbus' birth place, and the frontispiece is a fine full page engraving of the Columbus statue at Genoa, with a vignette of the discoverer in the corner. Some Boston Newspaper Women, by Helen M. Winslow, cannot fail to be of interest, together with various other interesting articles finely illustrated. The Fall of Jason, a serial by Willis George Emerson, is begun in this number and gives promise of equalling any of the recent popular novels. The garden, the home in all its departments from kitchen to attic, the young folks and the fashions, are all looked after, each in its own special department of the magazine. In addition to publishing a magazine that is worth all it costs, the publishers offer special inducements to new subscribers, including Charles Dickens' works in 15 volumes complete; Scott's Waverley Novels in 12 volumes, or George Eliot in 6 volumes, or Webster's Unabridged Dictionary, will be sent free to every person sending a trial subscription for the Home-Maker magazine for one year. Any person will get their choice of either of the above sets, free of any charge, by sending \$2 for The Home-Maker magazine one year.

JOHN G. WHITTIER long ago wrote of St. Nicholas, "It is little to say of this magazine that it is the best children's periodical in the world." Edward Eggleston, the author of "The Hoosier Schoolmaster," says of it, "There is not one of the numbers that does not stir the curiosity, inform the memory, stimulate thoughts, and enlarge the range of the imagination. Founded in 1873, and from the first number edited by Mary Mapes Dodge, St. Nicholas is now entering upon its twentieth year. The most famous writers have contributed to its pages in the past, but never has its editor been able to offer a better program or a more distinguished list of contributors than for 1893.

There is to be a series of illustrated papers on "The Leading Cities of the United States,"—the story of each city told by a prominent resident. Edmund Clarence Stedman will write of New York; Thomas W. Higginson, of Boston; New Orleans will be described by George W. Cable, and Baltimore by President Gilman, of the John Hopkins University. Dr. Lyman Abbott will tell

the story of Brooklyn, and other cities will be treated by other famous men. There will be articles on the World's Fair, and a number of pages of funny pictures and humorous verses.

Mrs. Kate Douglas Wiggin, the well-known author of "The Birds' Christmas Carol," etc., will contribute the leading serial for St. Nicholas during the coming year. The November number opens with a three-page poem by John G. Whittier, which has in it some of the most beautiful lines the good Quaker poet has ever written, describing the visit of young girls to his home.

It would be hard for a person who cares for good reading to make a better investment than a year's subscription to The Century Magazine. No region is too remote; no expense too great, if it will only produce what the Century's readers want. This is the policy that has made it, as the Pall Mall Budget, of London, says, "By far the best of the magazines, English or American."

The November number begins a new volume and contains the first chapters of a powerful novel of New York Society, called "Sweet Bells Out of Tune," written by Mrs. Burton Harrison, the author of "The Anglomaniacs." In this story the fashionable wedding, the occupants of the boxes in the Metropolitan Opera House, the "smart set" in the country house are faithfully reflected, and the illustrations by Charles Dana Gibson, Life's well-known cartoonist, are as brilliant as the novel.

In this Number begins also a great series of papers on "The Bible and Science," opening with "Does the Bible contain Scientific Errors?" by Prof. Shields, of Princeton, who takes decided ground that the Bible does not contain scientific errors of any moment, and who most interestingly states the case from his point of view. Other articles in this series will include one in the December (Christmas) number, "The Effect of Scientific Study upon Religious Beliefs."

An important series of letters that passed between General Sherman and his brother Senator John Sherman is also printed in November, which number contains also contributions from the most distinguished writers, including an article by James Russell Lowell, which was not quite completed at the time of his death. The suggestion which Bishop Potter makes in the November Century as to what could be done with the World's Fair if it were opened on Sunday, is one which seems the most practical solution of the problem yet offered.

The December Century is to be a great Christmas number,—full of Christmas stories, Christmas poems, and Christmas pictures,—and in it will begin the first chapters of a striking novel of life in Colorado, "Benefits Forgot," by Wolcott Balestier, who wrote "The Naulahka" with Rudyard Kipling.

Papers on good roads, the new educational methods, and city government are soon to come.

Four dollars will bring you this splendid magazine for one year, and certainly no cultivated home can afford to be without it. Subscribers can remit directly to the publishers. The Century Co., 33 East 18th St., New York. They should begin with November, and so get first chapters of all the serials, including "Sweet Bells Out of Tune."



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

SAFETY EQUIPMENT ONCE MORE.

The writer having been requested by a number of those interested in the subject, among them, some of those who attended the September meeting in Chicago, to prepare an amendment to the bill now pending in the senate, that will, if adopted, carry out the opinions of those at the meeting, as expressed by the unanimous adoption of the resolutions published last month, has made an effort and the following is the result.

In order to give a full understanding, we print the pending bill as it will be if the amendment is adopted; portion of section 2 in parenthesis is to be stricken out and the words following in italics to be inserted. The new sections are printed in italics and the new numbers of the old sections follow the old numbers in parenthesis. We cordially invite suggestions or criticism.

AN ACT

To promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and the locomotives with driving wheel brakes, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

Section 1. That from and after the first day of January, 1895, it shall be unlawful for any common carrier engaged in interstate commerce by railroad, to use on its lines any locomotive engine in moving interstate traffic not equipped with a power driving wheel brake and appliances for operating the train brake system, or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brakes for that purpose.

Sec. 2. That on and after the first day of January, 1898, it shall be unlawful for any such common carrier to haul or permit to be hauled, or used on its line any car used in moving interstate traffic not equipped with couplers uniform in type and action, coupling automatically by impact, and which can be uncoupled without the neces-

sity of men going between the ends of the cars. And said uniform automatic coupler shall always be of the standard type established (by such common carriers controlling 75 per centum of the cars used in such traffic. Said common carriers shall report to the Interstate Commerce Commission within one year from the date of the passage of this act the standard type of automatic couplers so established, but on failure to do so the said commission shall designate and publish properly the type of couplers to be used,) as hereinafter provided.

Sec. 3. *Any railroad company in the United States and any association of railway officers may, within ninety days from the passage of this act, present to the President the name of a person to act upon the commission hereinafter provided for and each of the following named organizations of railway employes,—the Order of Railway Conductors, the Brotherhood of Railway Trainmen, the Switchmen's Mutual Aid Association, the Brotherhood of Railway Carmen, and the Yardmaster's Mutual Benefit Association, may present not more than five names of persons to the President, and he shall within thirty days, after the expiration of the ninety days above provided for, appoint five persons from the names presented by railway companies and organizations of railway officers, and one person from the names presented by each of the above named organizations of railway employes, the ten persons so appointed to constitute a commission for the purpose of examining, testing and deciding upon an automatic coupler or couplers to be adopted as the standard type provided for in this act, and if no names are presented by the railway companies and the above organizations, the President shall, within thirty days after the expiration of the ninety days above provided for, appoint such commission without such nominations.*

Sec. 4. *The persons so appointed shall meet in the city of Washington on the first Tuesday of July, 1893, and each shall be sworn before an officer competent to administer oaths, that he is not and has not been for the five years last preceding, financially interested, directly or indirectly, in the manufacture or sale of any car coupler.*

Sec. 5. *After being duly sworn, they shall proceed to the selection of a chairman, who shall be a person in no way interested in railways, either as owner, officer or employe, and it shall require a ma-*

jority of the votes of the commission to elect, and the chairman so elected shall be duly sworn as above provided, and he shall preside over the meetings, but shall have no vote on any question before the commission except in cases of a tie, when he shall decide.

Sec. 6. After the election of a chairman, the commission above provided for shall immediately provide for the examination and test of couplers under such conditions and regulations as may be approved by the president, provided that before making any test or examination they shall procure from the owner or owners of the patent or patents covering any coupler to be tested or examined, a written contract to sell the same at a specified price and to submit the price to arbitration in case it is deemed necessary by the commission, and no coupler shall be tested whose owner or owners do not accept all the conditions herein specified or which may be provided by the commission, and they shall, within one year from the first Tuesday of July, 1893, certify to the president a coupler or couplers to be established as the standard, together with the price for which the owner will sell the patent or patents covering the same, and their opinion as to the actual value thereof.

Sec. 7. The President shall immediately issue a proclamation naming the coupler or couplers so certified by the commission as the established type of automatic coupler and if the price recommended by the commission will be accepted by the owner or owners, the secretary of the treasury shall immediately purchase the patent or patents and every citizen of the United States shall be, and hereby is, authorized to make, use or sell the said coupler or couplers. If the owner or owners decline to accept the sum recommended by the commission, the Secretary of the Treasury shall immediately provide for an arbitration of the price under such regulations as shall be approved by the President, and the sum of-----dollars, or so much thereof as is necessary is hereby appropriated to carry out the provision of this section.

Sec. 8. The commission shall also recommend to congress such legislation as they deem necessary to properly test any improved device that may be invented hereafter.

Sec. 3 (9). That when any person, firm, company or corporation engaged in interstate commerce by railroad shall have equipped a sufficient number of its cars to comply with the provisions of section 1 of this act, it may lawfully refuse to receive from connecting lines of road or shippers any cars not equipped sufficiently in accordance with the first section of this act, with such power or train brakes as will work and readily interchange with the brakes in use on its own cars, as required by this act.

Sec. 4 (10). That from and after the first day of July, 1893, until otherwise ordered by the Interstate Commerce Commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure grab irons or hand holds in the ends and sides of each car for the greater security to men in coupling and uncoupling cars.

Sec. 5 (11). That within 90 days from the passage of this act the American Railway Association is authorized hereby to designate to the Interstate Commerce Commission the standard height of drawbars for freight cars, measured perpendicular

from the level of the top of the rails to the centers of the drawbars, and shall fix a maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the Interstate Commerce Commission, said Commission shall at once give notice of the standard fixed upon to all common carriers, owners or lessees engaged in interstate commerce in the United States by such means as the Commission may deem proper, and thereafter all cars built or sent to the shops for general repairs shall be of that standard. But should said association fail to determine a standard as above provided, it shall be the duty of the Interstate Commerce Commission to do so. And after July 1, 1893, no cars, either loaded or unloaded, shall be used in interstate traffic which do not comply with the standard above provided for.

Sec. 6 (12). That any such common carrier using any locomotive engine, running any train or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act, shall be liable to a penalty of \$100 for each and every such violation, to be recovered in a suit or suits to be brought by the United States District Attorney in the District Court of the United States having jurisdiction in the locality where such violation shall have been committed, and it shall be the duty of said district attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge.

Sec. 7 (13). That the Interstate Commerce Commission may from time to time, upon full hearing and for good cause, extend the period within which any common carrier shall comply with the provisions of this act.

Sec. 14. The salary of the commissioners provided for in this act and the chairman selected by them shall be ten dollars (\$10.00) per diem for the time actually used in performance of their duties and their necessary expenses shall be paid, and the sum of-----dollars, or so much thereof as may be necessary, is hereby appropriated to carry out the provisions of this act, except as provided in section 7.

A NEW ORGANIZATION.

It has become currently reported among railway employes that there is to be, in the near future, a new organization that will be a haven of rest and security for everybody, and that will, for little or nothing, give to railway employes benefits beyond anything the most sanguine have ever hoped for; that will make corporations the slaves and the employes the masters, at whose beck and nod the railway officer, from superintendent to president, will tremble. That some such Eutopian idea is being seriously discussed by a few visionaries is quite likely. The frantic assertions of such "plumed knights" as Rogers and Martin that the present organizations are a failure, a fraud, delusion and snare which it is folly for members to support, gives color to the report. These "chevaliers de industrie" having been expelled from organizations of which they were formerly members, immediately find the times

out of joint and the world going wrong, and the former frantically calls upon Brothers Debs and Howard to desert their organizations, prove recreant to the trust now reposed in them and endeavor to organize an army to make war upon existing organizations simply and solely to bring fish to the nets of those who now find difficulty in persuading dollars to flow from railway employes to them.

Brother Debs' reluctant expression of opinion at Cincinnati as to what he believed wrong in the organization of which he is an influential and honored member, has, undoubtedly, encouraged some to think that he would be a ready tool to their hand in organizing a revolt that certainly would bode no good to any but those who are now crying "wolf," just at the time when railway organizations are the most successful of any period in the history of labor organization in America. We do not so misjudge Brother Debs, and we do not believe that he has or will countenance, in the slightest degree, any such action. He will act upon the advice given by Editor Rogers, of the *Trainmen's Journal*, when he said "there is but one course for each loyal man to pursue and that is to take the side of right and stay there. Don't desert the organization. Don't go into another order to escape the odium, but stay where you are and do what you can to erase it. * * * Stand by the Brotherhood regardless of the error. The worse it is, the more it needs your assistance." And while there is no odium attached in any way to the organization of which Brother Debs is a member, we predict that he will not "desert the organization," that he will not "go into another," but will "stay where he is and do what he can" to right what he believes is an error. It is but a short time since Rogers, as an officer of the B. of R. T., cautioned the organization in regard to the danger of its "mixed membership," and guardedly endorsed the well known opinions of both Brothers Debs and Howard in regard to class organization. While both of these brothers are on record unreservedly as opposed to mixed organization and in favor of compelling each different class of railway employes to become members of class organizations, and when, in the Supreme Council, a resolution was pending requiring the B. of R. T. to turn over its conductors to the B. of R. C. and its switchmen to the S. M. A. A., it was vigorously supported, as we are informed, by both Brothers Debs and Howard, and the latter, as late as the conference which resulted in the consolidation of the Order and the B. of R. C., expressed himself very emphatically on the subject. We believe that Brother Debs looks forward to a confederation of railway employes' organizations as a consummation of one of the dearest aims of his life. We believe his hopes will be fully realized in that respect, and certainly no one can, with his approval, undertake anything which would retard or imperil such a consummation. It is likely that it will yet be a considerable time before the *Age of Labor* will be the official organ of a new organization or Mr. Rogers an officer thereof. Meantime the vagaries and theories propounded by this editor, with all the assumed wisdom of a Solomon, are hardly worthy of serious consideration, and to note one will be a fair index for both articles in a recent number of the *Age of Labor* on this subject. EVERY MAN WHO IS ABLE TO TAKE YOUR PLACE WHEN YOU STRIKE SHOULD BE GOTTEN INSIDE THE ORGANIZATION." We suppose THE organization

in this instance, means the one which is to be organized that can cure all the ills that flesh is heir to, and of which those who are now outside of all organizations shall be bright and shining lights. We opine, however, that honest, self-respecting, law-abiding employes of every grade will dissent very vigorously from any such proposition, and will make haste very slowly to become affiliated with any such organization. The honest, honorable employe, whether he be brakeman or engineer, conductor or fireman, section man or telegrapher, will hesitate long before associating fraternally with the spy and sneak, who seeks membership only for his own advancement or to betray his fellows. The respected citizen who supports, protects and defends those dependent upon him will not hastily associate himself with the libertine who betrays innocent maidens, and deserts destitute widows and helpless orphans, leaving them to be supported by either the cold charity of the general public or the fraternal care of some organization, and if the time ever comes in America when it is necessary to admit and retain this class of men in railway organizations, then is our cause hopeless indeed, and then will be the time for a despondent and sorrowful admission from the great heart of the organizations themselves, that "railway labor organizations ARE indeed a failure," rather than an exultant and hopeful proclamation that they are, from those who have been excluded for good and sufficient cause.

The unauthorized strike of the telegraphers on the Santa Fe system last week will reflect seriously on the judgment of the young man who is just at this time posing as the Napoleon of the railway organizations. We refer to young Mr. Ramsey, who has by a succession of rapid flank moves succeeded in getting himself before the public. We hope that our young friend will continue to get a good raise for every operator in the United States—they deserve it, but we do hope that he will arrange a code of signals with his subordinates that will prevent a recurrence of the Santa Fe outrage. This he owes to himself, to the men who employ his operators and to the other organizations whose help he will need badly if he ever needs it at all. * * * Chief Ramsey, of the Railway Telegraphers, is living at a pace that kills. If he don't use a little better judgment he will hit a bumping post soon, real hard.—Railway News Reporter.

We are in receipt of a letter from a member of the Order, which states that on different occasions, he has found lying where the general public could handle or help themselves, packages of the CONDUCTOR with the wrappers torn open, addressed to other offices than the one where they were found by him. The postoffice where the postmaster is so inefficient and careless is Hope, Idaho, and this will probably account for the failure of subscribers on the Pacific and Cascade divisions of the Northern Pacific to receive the CONDUCTOR regularly. If subscribers who do not receive the CONDUCTOR promptly, will kindly notify us, we will always be glad to send any missing copies, even though the fault be with such inefficient and careless officials as the one noted above. If we are not notified to the contrary, we suppose of course every one receives the book regularly. When you write, always be sure to give your post-office address and don't fail to notify us promptly of any change.

MENTIONS

The labor commissioners of New York and New Jersey, Messrs. Peck and Bishop, have our thanks for reports.

**

Of interest to any reader with a mechanical turn of mind is the ad. of the School of Mechanics, of Scranton, Pa.

**

Chapman Division No. 45 has our thanks for a complimentary invitation to the sixth annual ball which was given October 27th.

**

On the 17th will occur the first annual ball of Chas. Murray Division No. 293, and it is safe to predict that any Brother who can attend will never regret it.

**

One result of the recent decision giving control of the O. & M. to the B. & O. is the discontinuance of the "tin soldiers" on the former road. They were removed November 1st.

**

The well known firm of Hart & Duff again greet our readers, and the president, Mr. W. H. Duff, needs no introduction to conductors. Write them when in need of anything in their line.

**

We are more than pleased to note the fact that after a long and tedious trial of strength and patience, Bro. Blaisdell is so far recovered as to be able to attempt to work, and he has been appointed assistant trainmaster at Camden.

**

L. D. Hibbard, one of the best known Vandalia conductors, a member of Indianapolis Division of the Order and president of the R. O. & E. Accident Association, died very suddenly on his train after its arrival at Indianapolis.

**

One of the necessities of a train man, is something that will keep his feet dry. F. P. Webster calls your attention to the English Grain Creedmoor Shoes, which are particularly recommended for train men.

**

Among our new advertisers this month is the Keystone Watch Case Co., a reliable and trust-

worthy firm, who advertise something new in the "non-pull out" ring, which is furnished with all their cases.

**

The "cold chilly winds of December" are now preceded by the gentle zephyrs of November, which remind us of the necessity of a heavier uniform for the winter. The Burlington Woolen Co. invite your attention to their manufactures in this number.

**

Wm. R. Beckley, better known as "Wabash Bill," was re-elected president of the Old Reliable at their recent convention, and Harry Feltrow was continued as secretary and treasurer. Both are members of the Order,

**

Friendship Division No. 81 drops the Semaphore and gives all a clear track to their sixth annual ball, which will occur on the 24th. If they will only send an "extra" to run for us a day or so, we will avail ourselves of the kind invitation to be "wid 'em."

**

On October 23rd, at Anderson, Ind., employes of the "Big Four," who are members of the different organizations, held a very pleasant union meeting and enjoyed a fraternal discussion of matters of interest. The meetings will be held frequently in the future.

**

Our good Brother Honin of the News-Reporter has become converted to a rational opinion of the "Employes Club," although it is nearly a year now since he promised in St. Louis to "fess up" when he found it was not the most desirable thing for employes.

**

Bro. J. E. Archer and wife, who have recently been sorely bereaved by the loss of their infant son, wish to extend their sincere thanks to the many brothers who kindly exerted themselves in their behalf, and particularly to Bros. Happersett and wife, G. C. Wright and wife and J. C. Richardson and wife.

**

The Dueber Watch Case Manufacturing Company, the company which fought the combination to increase the price of watches to every railway man in the country, will have something to

say in the December number in regard to a present for every man who carries a Hampden watch. Look for it.

**

We are under obligations to Labor Commissioner Powers of Minnesota, for a copy of proceedings of the ninth annual convention of labor commissioners and the second biennial report for Minnesota.

**

To complete a file, we want the Railway Conductor's Monthly for April, 1884, December, 1885, and March 1888, and the RAILWAY CONDUCTOR for August and October 1891. Can any of our readers accommodate us?

**

"Dad" Spencer sends us a programme of the arrangements made by the citizens of El Paso to entertain the delegates to the silver convention, which meets in that city Dec. 5th, and it has converted us to a rank free silverite. Don't some one want a delegate?

**

The Lawson knitting machine advertised with us is said to be a household necessity. The wives or daughters of our members could save the tedious plying of needles if they would use this famous knitter. We know the house to be responsible and good for its guarantees.

**

John W. Nelson, a member of Division 294 and passenger conductor on the N. P., was elected sheriff of Deer Lodge county, Montana, at the recent election by a very large majority. The result was a triumph for the railway employés, who supported him almost unanimously regardless of party.

**

Another good man, not gone wrong by any means, but we hope gone right for himself and friends. Bro. J. W. Kanaley has retired from train service and engaged in business in Denison, Texas, and is now proprietor of the Denison candy works. We trust his success will exceed his most sanguine hopes.

**

M. B. Bryant & Co. challenge criticism of their rings. Some of the designs introduced by this popular and reliable firm are exceedingly handsome, particularly those with monograms of the different organizations. Note what they say in this issue, and if you want a ring of any kind, write them, and don't forget to say that you come on the introduction of THE CONDUCTOR.

**

New schedules of pay for conductors and brakemen have recently been arranged on the Great Northern and the Chicago Great Western roads which are very satisfactory to the employés interested. President Hill of the former, volunteered to pay a considerable portion of the expense of the committee on account of having kept them waiting some little time.

On the occasion of the recent excursion of the "Old Reliable" delegates to the City of Mexico, the conductors of Mexico gave a complimentary ball and the CONDUCTOR was honored with an invitation. Among the names of the committeemen, we recognize many honored members of the Order and a number of personal friends.

**

C. J. Thompson, a member of Rochester Division No. 8, a man who has had experience on both ends of the train, has taken charge of the mechanical department of the Knoxville division of the L. & N. Ry. He is also chief engineer of the Stamford Water Works and Electric Light Company. Bro. Thompson is an energetic and competent man and we recommend him to the members in that vicinity.

**

The Ladies' World Again: Publishers of "Ladies' World" make an announcement in another column reminding our readers of another special offer they make to induce new subscribers. As we have said here before, we know the house to be responsible, and if our member's wives or daughters wish to order from them, they will get just what is advertised.

**

The New York Railway commission has extended for one year, the time within which railroads in that state must have all their rolling stock equipped with automatic couplers. Their action is certainly wise and to be commended and they should continue the extension until national legislation shall determine the kind of coupler and the time within which it must be placed in use.

**

The Cleveland, Lorain & Wheeling is the latest corporation to attempt to infringe upon the rights of its employés by requiring them to pledge themselves to withdraw from any organization, and yet legislatures decline to enact laws prohibiting such interference, and when enacted they are evaded or openly disregarded by magnates who call upon the states to snoot employés who transgress the law.

**

The fact that a strike can be precipitated on a great system of railway by a "bogus" telegram, sent in the way of a joke, is a sad commentary on the administration and laws of an organization of railway employés. The Order of Railway Telegraphers are "making history" altogether too rapidly for their own good or the good of organizations generally, and if they do not "make haste more slowly" in the future, their action will have a disastrous result upon all.

**

The Mutual Aid and Benefit of Chicago, will meet in annual convention for the eighteenth time, at the Sherman House in Chicago, on the 23d inst., in accordance with notice of the president, Bro. Joe Flory. This organization paid \$50,000 in benefits during its last fiscal year and it cost the members \$42.50 for \$2,500 insurance, or \$17

per thousand; its expenses were \$4 451.33, or a trifle over \$3.25 per member, and it closed the year with 1,360 members. These items are gleaned from the report of the secretary and treasurer.

Let us once more call the attention of readers of THE CONDUCTOR to our advertising columns. When you are in need of anything, look them over and see if what you want is not advertised there, and if it is write the advertiser or call for his goods, and every time mention the fact that it was brought to your attention in THE CONDUCTOR. Other things being equal, conductors should patronize those who patronize the columns of THE CONDUCTOR to bring their articles to your attention.

We this month clip from the *Homestead*, published at Des Moines, Iowa, an article which is deserving of serious attention, not alone because of the merits of the article itself, but because of its source as well. The *Homestead* is a farm paper, independent in politics, and is edited by Rev. Henry Wallace, and the paper and its editor undoubtedly reaches more farmers and wields more influence among them than any other paper published in the northwest.

Bro. Mike Reidy, in connection with Bro. Jas. Fletcher, of Division No. 278, have formed a partnership and engaged in business in the busy little city of Denison, Ohio, where they will endeavor to give proper understanding to all who call on them. In other words they will sell the best of boots and shoes at the lowest living prices and bespeak a share of the patronage of railway employes in that vicinity. Both are old Pensy conductors.

The twelfth annual convention of the American Federation of Labor will be held in Independence Hall, Philadelphia, commencing December 12th. Under the able lead of President Gompers, this organization has become the most powerful in America and the influence it wields in behalf of every laboring man is inestimable. The memories connected with the place in which they will meet, should inspire every delegate to renewed energy in behalf of the cause he represents.

The Minneapolis Journal has this to say of W. G. Bell of Winnipeg: W. G. Bell, of Winnipeg, was in the city Saturday on his way home. Mr. Bell has been in Illinois and other states attending the annual meetings of the state Masonic bodies. He is past grand master of the Manitoba Masons and a high officer in the grand commandery of that province. He was the guest in this city of J. W. Nash. Mr. Bell is well known among Minnesota Masons. He attends nearly every session of the grand lodge here.

Three members of the *Eskotootapan* Fishing Club have reason to remember Mr. Bell very kindly. Had it not been for Mr. Bell and some other benevolently inclined gentlemen of Winnipeg who redeemed the rods and guns which Dor-

sey bribed customs inspector Cooper to seize, the "foreigners" would have had to fish with pin hooks and shoot with blow guns.

A number of official changes have recently been made on the "old Erie." C. R. Fitch is promoted to the office of general superintendent vice J. H. Barrett, resigned; M. F. Maguire is transferred to the eastern division, J. F. Maguire to the Susquehanna division, and Bro. Frank Hardenburg of Neversink Division No. 52 is made Train Master of the Delaware division. The promotion of a conductor to an official position is something of a new departure for the Erie, and one which we are pleased to note. Bro. Hardenburg will demonstrate to them the wisdom of continuing in the new way. The above changes took effect Nov. 1st.

MEMPHIS, Tenn., Nov. 8, 1892.

SPECIAL NOTICE—It was resolved at the regular meeting of the Division this day to hold a union meeting of conductors on January 5th, 1893, to take up matters of importance to the Order, and it is urgently requested that every Division of the Order contiguous to Memphis send one or more representatives, and especially that the divisions in Tennessee, Mississippi, Alabama, Kentucky, Arkansas, Louisiana and Texas be represented. The meeting will convene at 10 a. m. Jan 5th, 1893, at K. of P. Hall, Hernando street, Memphis, Tenn.

By order of Division 175.
HENRY McDONALD, C. C.

Bro. Wm. R. Sebring, who for the last five years has been in the employ of the Savannah, Florida & Western R. R., is now pulling the bell cord on the New Orleans & Mobile division of the L. & N. R. R. It is safe to say that Will left hundreds of friends in Savannah who will always be proud to hear of his success. No man living is truer to his friends or more loyal to duty than bright, sunny hearted Will Sebring. A friend to the suffering and helpless and quick to rebuke a wrong. We hope to hear of his rapid promotion and wish him a life of success.

It is stated that the railway commission of New York recently held a meeting to discuss the coupel problem and that it was decided to prepare a bill to be presented to the railroad companies of the state and *if it met their approval*, to push its enactment. This would seem to indicate, if the report is correct, that the New York commissioners think no one should be consulted or has any interest in the matter except the corporations and it seems particularly strange when we consider that one of the commissioners was appointed from the ranks of the employes and is a member of one of the employes' organizations.

In pursuance of a call issued by W. W. Olcott, a meeting of train dispatchers was held at Memphis, Tenn., October 26th, and the Order of Train Dispatchers was organized. The officers

elect are as follows: Chief Dispatcher, W. W. Olcott; Assistant Chief Dispatcher, M. S. Halladay; Secretary and Treasurer, O. L. Emlay. The address of the chief dispatcher is Pine Bluff, Ark., and of the secretary Little Rock, Ark. Want of space prevents comment on the organization—which is really a secession from the Train Dispatchers Association—in this number, but we shall express our opinion in the December CONDUCTOR.

* *

W. H. Johnson, of Aurora, Ill., has invented a new car window, combining some points that may be of interest to the car builder. It does away entirely with the use of side locks and catches on the window and springs on the blind, and is so arranged that a window can be raised to any point and will hold itself. He has also a flexible screen that unfolds when the window is raised, and secures the passengers from the annoyance of dust and cinders. It is a very complete and simple thing, and forms an absolutely tight joint around the window and sash. Photos may be had on application by the readers of the CONDUCTOR.

* *

A great many of the present subscriptions to the CONDUCTOR expire with the next number and it will be promptly discontinued at the expiration unless the subscription is renewed. We mention the matter thus early so that all may have ample time to renew before any name is taken out of the mailing list. Inside the front cover of this number will be found a blank; detach it, procure a few subscriptions besides your own and send to us promptly and as much before the first of January as possible. If you will send just one subscription besides your own, it means a very large increase in circulation, and instead of sending one, you can send from ten to fifty if you will make just a little effort. At least, please be prompt with your own renewal.

* *

A meeting was recently held in Louisville, by the members of the different organizations in train service, and a state legislative committee was organized, and we predict that the next Kentucky legislature will hear something drop if railway employes are treated as cavalierly as by the last. These employes are not raking chestnuts out of the fire for the corporations nor are they foolishly and needlessly antagonizing the farming and other labor interests, and they will win. Experience has demonstrated in the past that action through the existing organizations is much more effective, *for the employe*, than forming "political clubs," and further experience will demonstrate it further. Similar action has been taken in Ohio.

* *

While the editor was wandering in foreign lands during September, the exchanges and marked papers sent to the office were laid aside to await his return; because there was no one with time to look after them. On our return it took a long time to get through the accumulation. This will account to some of our friends who have kindly sent us papers from Los Angeles, Galveston and several other places, for the delay in acknowledging their kindness and failure to use matter that was timely then but now too old. It

will also account for our failure to deny the statement of the Neodesha Register that Organizer Reese of the "Employes Club" is a member of the Order. Assuming that Mr. Reese has made no claim to be a member, we incline to charity and simply say he is not.

* *

At the recent convention of railway superintendents, a paper was read by Mr. J. W. Dawson of the Kanawha & Michigan railway, advocating a general system of blacklisting, the concluding recommendation being as follows; "Let each member of your society furnish your secretary a monthly statement showing names of men dismissed and causes for same, and let the secretary issue a circular monthly including all these reports, a copy of which should be sent to each superintendent, who should keep them on file for reference." The communication was referred to the executive committee with power to act, so it rests with a half dozen men as to whether or not this secret blacklisting shall be inaugurated.

* *

This journal does not propose to allow the few "leaders" that are now the grand army of the Railway Employes club "that was," to bluff any candidate into doing anything. With respectable men at its head the club would have been a winner; as it is, it is a total failure. * * * We know of no reason why railroad employes should not accept nominations for office, if they are respectable. It also goes without saying that any officer who interferes should not be "re-elected." * * * We ask the candidates on all tickets to avoid contact with the people who claim to represent the Railway Employes club. It was a powerful organization one year ago, but Knodell, who is a candidate for the school board in this city has killed it. That body does not now control enough votes to elect Knodell dog catcher, if no one else was running. We challenge the alleged leaders of the railway men of this city to disprove this statement.—Railway News-Reporter

* *

A very foolish and unwise strike of the employes of the second and third divisions of the D. & R. G. occurred last month, and to make it worse, the men refused to return to work pending a fair proposition from the company to discuss the matter and arrange for a settlement or to arbitrate in case a settlement could not be made. The strike occurred over the suspension of an engineer who had had a fair trial before a board on which he had a personal representative; the board recommended his dismissal, which was undoubtedly deserved, but the general superintendent modified it to a suspension of thirty days, and the employes, without asking for any consultation, notified the company at 2:10 a. m. that if the engineer was not reinstated and full pay for the time he had been off allowed, they would strike at 7 a. m. of the same day. Such action is an irreparable injury to the employes, and if some means cannot be devised to stop such foolishness, organizations might as well disband, for they certainly will be disbanded, practically at least, by the strong arm of law. This fiasco and that of the telegraphers on the Santa Fe should bring a blush to the face of every member of a railway organization.



**"Sleep and death, two twins of winged race,
Of matchless swiftness, but of silent pace."**

Adderhold.

Died October 22, of fever, Brother J. C. Adderhold, of Atlanta Division No. 180. Brother Adderhold was 38 years of age, just in the prime of life, when he was cut down. He was a popular and efficient passenger conductor on the R. & D. Railway, and an earnest member of the Order, whose loss will be severely felt by Division 180. The floral offerings at his funeral were numerous and beautiful.

Archer.

Died, in Philadelphia, Pa., where his parents were temporarily, October 20th, James E. Archer, Jr., aged six months and eleven days. The bereaved parents have the sincere sympathy of a host of friends in their affliction. Houston Division No. 7, at a regular meeting, adopted resolutions of sympathy.

Brown.

To the bereaved parents of little Jimmie Brown: We, the members of Capital City Div. No. 3, L. A. to O. R. C., do submit the following in tender and loving sympathy:

God, in His infinite wisdom, has seen fit to call unto Himself your darling, so pure, so sweet in his innocence and youth, but His word says, "Suffer little children to come unto Me and forbid them not, for of such is the kingdom of heaven." Surely the music in heaven must be sweeter with the voice of Angel Jimmie. Yet this is indeed a wound to you, so full of sighs and sobbing, which no human words can soften. In this deep affliction we can but point to Him who doeth all things well and who careth even for the sparrow. Only time and faith in Him can bind up a wound so deep. Life held much in store for little Jimmie with a home so rich in a mother's and father's love. His life was full of sunshine, with a soul full of cheerfulness and goodness. But he is gone! another little angel has joined the mighty throng, and you will have the sweet consolation of knowing you will meet him on the other shore. In tender and loving sympathy,

MRS. CHARLES RAGON,
MRS. D. C. CONDON,
MRS. M. WILD,

Committee.

Clarkson.

Died, September 22, Wm. Clarkson, late chief conductor of Charlotte Division No. 221.

Capt. Clarkson realized for several weeks that the end was approaching. He talked calmly over it, and arranged all his business affairs with the greatest exactness. Daily he had his family and servants gather about him and had Rev. E. A. Osborne, his warm personal friend, conduct evening prayer. As in life he had been a brave soldier on the field of battle, so in death he knew no fear. Strong in the faith which robs death of its sting, he

looked it calmly in the face, and passed away as quietly and peacefully as a child falling to sleep.

William Clarkson was born at Satesburg, S. C., April 12, 1832. His father was Thomas Boston Clarkson, a descendant of the illustrious Presbyterian divine of that name. His mother was a Miss Heriot, of Georgetown, S. C. When quite young Capt. Clarkson graduated at the military academy, the Citadel, in Charleston, with Col. J. P. Thomas, late of the Charlotte Military Institute; Gen. Johnson Hagood and others. He enlisted at the outbreak of the war and was elected captain of Co. K of the Twenty-seventh South Carolina regiment. Col. Peter Guilliard was the commander. Capt. Clarkson was at the battle of Secessionville, and was wounded there in the hip. He was at Battery Wagner and was also wounded there. He was taken off the field of battle and carried to Charleston by Wm. DeSaussure, his colored body servant, under fire from the ironclad monitor then shelling the city. This faithful servant attended his master all through the war, and has lived with him ever since. During his sickness he never left his "Massa's" bedside, and Wednesday night as the life he had loved and guarded so faithfully on the field of battle was slowly ebbing out, the old servant with his head bowed in his hands wept like a child. "If I could, I would die for my old master," he said.

After recovering from the effects of his wounds, Capt. Clarkson served in the army at Virginia, at Petersburg and other places. He was major, commanding the 28th South Carolina regiment, in Gen. Johnson Hagood's brigade, Hoke's division, when Gen. Lee surrendered at Appomattox. While in Virginia Capt. Clarkson served with Col. J. E. Brown, of this city. His war record was that of a true; loyal, brave Southern soldier. The principles of his life were truth and honesty. His word was his bond, and his integrity spotless. Such a man will be missed.

After the war Capt. Clarkson returned to his plantation, to find everything swept away. From the greatest affluence and wealth he found poverty confronting him. After a brief struggle on the plantation, he gave up trying to make a living in that way, and accepted a position on the Charlotte, Columbia & Augusta Railroad and continued in the employ of the railroad up to the time of his death, having run as conductor on the Charlotte, Columbia & Augusta fifteen years, and on the Atlantic, Tennessee & Ohio ten years. He was called "the veteran conductor," and none who ever pulled the bell cord was more highly esteemed.

Cocke.

The Angel of Death for the first time was hovered near the family circle of our beloved Brother, W. W. Cocke, and with a cruel hand took away his devoted wife, Nellie, which sad event occurred Thursday, August 25, 1892, after a long and lingering illness. She called for the loved ones at home and all her near

OBITUARY.

friends and bade them good-bye, asking them to meet her in heaven, her future home, and with the light of heaven itself shining in her lovely pale face, she winged her way from earth to heaven. Her married life was, indeed, very short, but too sweet to be called aught but blessed, for blessed indeed was the tie that bound her to her husband as well as to her family.

While the ways of Providence seem often hard, we know that our Redeemer liveth and has promised that if we are but faithful to the end, we shall meet those we love in the great hereafter. While many of us know by experience something of the hour of sadness that will come to us when we gaze at the empty pillow and the vacant chair we should call to mind the sweet promise of consolation that God doubtless whispered to Mrs. Coke, "Come ye that are heavy laden and I will give you rest," or in other words, "Come ye blessed of my Father inherit the kingdom prepared for you from the foundation of the world."

Haddock.

The All-wise Ruler of the Universe has, in His inscrutable providence, seen fit to remove from his fireside the beloved wife of Bro. J. S. Haddock, and, in resolutions passed at the regular meeting, Oct. 16, of Cape Fear Div. 271, the hands of his Brothers are held out to him in sincere sympathy and condolence, and they prayerfully trust that the Friend of all will remain with him and his motherless little one until they shall again be united in their "other home," which is eternal in the heavens, and where parting shall be no more.

Hopperton.

Joseph Hopperton, a member of Union Division No. 13, and a conductor on the G. T. railway, died from the effects of injuries received in the G. T. yards, by being run over by a switch engine. Brother Hopperton was checking his train preparatory to leaving, when he inadvertently stepped in front of an engine that was moving too fast to be stopped. He leaves a wife and seven children, but by his wise forethought and kindness they are provided for by insurance in the Order and several other organizations.

Keefe.

Death has its burden for the living, but the memory of the virtues of our dead Brother, T. Keefe, comes to us a solace in our bereavement.

To meet in our halls and to rejoice together when joy has its proper occasion is one of the charms of our beloved Order, and to meet as we do now to remember our worthy dead has its own comforts even in its sorrow, because we rejoice that, though dead, this Brother, whose living presence will ever be wanting where he was once so welcome, will ever be with us when we come together to renew in memory the bonds which link us and our dead together.

We add our sorrowing to that of the bereaved family of our dead Brother.

We can speak no word of comfort save those which our praise of the dead can give.

We commend to the living an emulation of the virtues of the dead.

For the kindness shown us by our Brothers of Division 107 we shall be ever grateful.

Our Order knows no lines of narrowness in the reach of its beneficent work. Living we find help as members of our Order wherever a Brother is found. Dead, we are followed to the grave by the kind offices of the living. We offer to them our most affectionate thanks for their goodness to us and our dead.

A. W. STALEY, C. C. C. H. PETRY, Sec.

Phelps.

Died, in Centerville, Iowa, August 25th, Mrs. Anna M. Phelps, wife of Brother Phelps, a respected and esteemed member of Trenton Di-

vision No. 42. THE CONDUCTOR extends to Brother Phelps, not only its own sympathy, but that of every member of his division and a host of other friends.

Unkefer.

We have again been called upon to pay our last tribute of respect to an old and well-known and beloved Brother of our Order, John W. Unkefer, of Division No. 55, who died at his home 1523 Holmes street, Kansas City, Mo., at 4 a. m. Monday, Oct. 31, 1892, of blood poisoning, caused by injuries received the 29th of June last.

In speaking of our lamented Brother we can not find words to express our feelings of regret for the loss of so worthy a Brother who has so many times stood shoulder to shoulder with us in our division in work for the benefit of the Order and in the council chambers of the Grand Division of our Order. Brother Unkefer was at all times ready to give good advice and substantial aid to a worthy and deserving Brother; and with all the reverses the Brother has met with in the last few years of his life, he never forgot that he had a duty to perform for the protection of his wife and child, and himself and the Brothers of the Order. I mean the securing of them from the possible chance of want by at all times, keeping up his insurance in our beloved Order and carrying an accident insurance to secure him from a possible chance of having to call upon his friends for assistance in case he was injured and would not be able to earn a salary. This is one more glorious lesson to prove the theory I have always advanced to the Brothers of the necessity of all members of our Order having insurance to assist them and their families, and to save our Order from having to come to their assistance and paying for their neglect, after having paid for our protection. Brothers, I am pleased to say that while our Brother suffered the most intense pain, which was agonizing to look upon the last few days of his life, he was patient, loving and kind to all who surrounded him and spoke in the most endearing words and looked with the most loving smile upon his wife and child and friends who surrounded him in his last hour. Brother Unkefer was buried under the auspices of the order of Elks and the Order of Railway Conductors, he being a member of both orders. His wife and family, his sister and friends, have the deepest sympathy of the Order of Railway Conductors, and of the Elks. Yours in P. F.

W. WELCH.

Ward.

Died, in the City of Mexico, May 5th, Brother John G. Ward, an active and energetic member of Los Angeles Division No. 111, of the Order. Brother Ward had been in Mexico but a short time when the sad intelligence of his death was flashed over the wires, but so far his division and friends have been unable to learn the cause of death or any particulars. The Division, at a recent meeting, adopted resolutions of regret and ordered the charter draped for thirty days as a mark of esteem.

Weeden.

Died, recently, Brother George W. Weeden of Freeport Division No. 235. Brother Weeden was a faithful member of the Order, a conscientious and reliable conductor, and a loving husband. The Division joins THE CONDUCTOR in extending to the bereaved widow heartfelt sympathy in her affliction. At a recent meeting resolutions were adopted and the charter draped in mourning.

Williams.

Died, October 15th, at Durant, Miss., the wife of Brother T. J. Williams, an honored and esteemed member of Pearl River Division No. 304. The Division adopted resolutions of sympathy for the bereaved husband and the motherless little ones, so sadly deprived of a mother's care and counsel.

THE RAILWAY CONDUCTOR.

VOL. IX.

CEDAR RAPIDS, IA., DECEMBER, 1892.

NO. 12.



IN THE VALLEY OF HARMON-GOG.

Written for the Conductor.

(BY AN EYE WITNESS.)

The Superintendent of the R. & C. D. railway, from a pile of letters before him, picked up one marked "personal." The private clerk seeing the "personal" mark, had passed it over to his chief without opening. The contents of the "personal" letter seemed to annoy the Superintendent. He hesitated a moment, then striking his call bell, he impatiently waited with hand on bell ready for another summons if the first was not quickly answered.

The private clerk appeared at the ting-a-ling of the bell.

Gazing at the contents of the "personal" letter, to fix the "points" in his mind, Mr. Parker said to the clerk: "Go to the auditor's office and ask for the Duplex Rebate Checks returned by Conductor Bartlett for train 15, of August 21. Or—stay. P'ease ask for Duplex Rebate Check No. 85, for that train and date and bring it to me."

With a "Yes, sir," the clerk departed for the auditor's office. Then once more Mr. Parker, the Superintendent, read the "personal" letter, which was from an ex-passenger, as follows:

J. D. Parker, Supt. R. & C. D. Ry.

DEAR SIR: I write to inform you that, on August 21, I paid Conductor Bartlett a cash fare, amounting to one dollar, from L. to O. I understand passengers paying fares to conductors are entitled to a colored half of a rebate check worth ten cents. I received no colored half of a rebate check from Conductor Bartlett. I do not care

for the loss of ten cents, but I thought you ought to know, and it was my duty to tell you that one of your employes was disobeying the rules of the Company.

Yours for Morality,
ZELOTES GIDEON BOGGS.

The private clerk returned just as the letter was placed upon the table, and handed the Superintendent one-half of Rebate Check No. 85, marked, "Returned with tickets for train 15, August 21. Collections from Conductor Bartlett.

O. M. RICE,

Clerk Ticket Department."

Looking at it a moment, the Superintendent frowned, then said to the private clerk:

"Bartlett evidently collected the excess with this fare, for here is only one-half, the conductor's half, of the rebate check issued for the fare. If no excess was collected, the rebate check would be returned whole to the auditor's office."

Showing the "personal" letter to the clerk, he continued: "You will notice Mr. Boggs claims no part was given him. Bartlett has a clean record, and this part returned would prevent any crooked work on his part. Yet Mr. Boggs tells so straight a story, and correctly mentions the fare between L. and O., including the excess, there must be something in the case needing investigation, and in the interest of discipline, must be noticed. Unfortunately for Bartlett, he happens to be the subject to illustrate for the good of the service, the consequence of disobedience."

Turning to his stenographer he said, "Miss Swinton, take this letter,"—dictating.
P. R. Bartlett, Conductor, City.

DEAR SIR: You are relieved from duty for disobedience of orders. You will turn your keys and punch over to Mr. Rounds, Trainmaster, who will put another man on your run.

Yours truly,

J. D. PARKER,
Superintendent.

Coming in that night, Conductor Bartlett found the letter notifying him of his "disobedience," which was news to him, and he proceeded to the Trainmaster's office with his keys and punch. After "turning them over" as ordered, he asked for a statement of time and place when he had disobeyed orders.

"I must refer you to the Superintendent for further information," replied Mr. Rounds. Bartlett, unconscious of any cause on his part for "disciplining," reported early the next day to the Superintendent's office to get the grounds upon which he was "pulled off," when occurred one of the mysteries common between railway officials and supposed but unproven guilty employes being "disciplined."

He was informed "the Superintendent was too busy just then to see him."

Waiting an hour he was still "too busy." When Bartlett went away and came around the next day he found Mr. Parker "too busy" yet to see him.

An interval of several days passed only to find the Superintendent "too busy." Two weeks, "too busy." At the end of thirty days Bartlett finally found audience with Mr. Parker. Having caused him to lose a month's pay and live in suspense thirty days, the Superintendent, who only had the unsupported word of Z. G. Boggs, unknown to him, against the good record of ten years of Bartlett, known, concluded he was not "too busy" to discipline Bartlett a little harder, a man who had not yet been proven guilty of any crime, only accused, unsupported, by an unknown person named Boggs.

Upon entering the office of the Superintendent, who spoke pleasantly enough to him, (oh, yes, he could and would speak pleasantly, the harsh thing coming from him usually found expression upon paper.) Bartlett, after taking a seat, was handed the "personal" letter from Mr. Boggs. He read it carefully, growing at first surprised then indignant.

"May I ask who Mr. Boggs is, Mr. Parker?" said Bartlett.

Who was Mr. Boggs? It had never occurred to the Superintendent to ask that question. He had taken the statement of an ex-passenger, un-

supported, without question; proceeded to disgrace and deprive of pay a man of good record, upon that statement for a month, since discipline must be maintained. Mr. Boggs was "a good enough Morgan" for him. He had never given a thought as to where the man could be found if needed, or whether he could be found at all. The letter was all the evidence he had or wanted. Bartlett would be deemed guilty until proven innocent. He thereupon declared to Bartlett, "You stand accused of disobeying orders relative to issuing rebate checks to passengers. Your half of check 85 was found with your returns for train 15, August 21. Your cash card shows up correctly an excess collected and returned to the treasurer for the amount named by Mr. Boggs, but he declares you gave him no colored portion as was your duty. It has never been presented for redemption, therefore the weight of circumstantial evidence is with Mr. Boggs. When weighed in the balance against your record, and in the interest of discipline, I must keep you off until the duplicate half of check 85 is produced by you to prove you issued it in accordance with instructions relative to their use. You may retire."

Conductor Bartlett left the office of Superintendent Parker smarting under a sense of injustice, indignant and inclined to look somewhere else for employment. Yet second thoughts told him little or nothing would be gained thereby. He would have to work up again. He must pocket his feelings and proceed to prove himself right while not wrong. In the meantime who was Z. G. Boggs. Mr. Parker had allowed him to retain the "personal" letter, having no further use for it, and having for the good of the service disciplined Bartlett and issued circular letters to all passenger conductors, stating the cause for Bartlett's punishment that they might profit thereby.

With Z. G. Boggs' letter in his possession, Bartlett determined to find out who Mr. Boggs was?

* * * * *

Zelotes Gideon Boggs was a descendent of the Puritans. Originally, a Puritan was a nonconformist. When the name or epithet was first applied in 1564, some wanted reform of church discipline and some wanted no church authority whatever. Some of these Puritans became pilgrims and wandered to America, among them the ancestors of Zelotes Gideon Boggs.

Strange as it appears, men who came to America to escape church discipline and authority, were the most intolerant of those who ignored the spiritual authority acknowledged by them. Mr. Boggs' ancestors were among those "eminent clergymen and laymen who encouraged prosecu-

tion" in Salem village in March, 1692, for witchcraft, which resulted in the hanging of six men and thirteen women. The original name was Boggle, but that name was dangerous to the wearer in Salem in 1692, as it suggested connection with ghost or goblin. In that year the "le" was dropped and the letter "s" added, making Puritan Boggle Pilgrim Boggs. During the two hundred years from 16 to 1892, the zeal of the "witch prosecuting" Boggs family was perpetuated by such names as Ebenezer, (the stone of help) Jachariah, (Remembered of the Lord) Gideon, (a destroyer) Theophilus, (a lover of God) and Zelotes, (a zealot) among the males. Among the females such names as Deborah, (a bee) Doróthea, (the gift of God) Euphemia, (of good report) Jemima, (a dove) and Martha, (the ruler of the house) prevailed. In 1842 when our Mr. Boggs first saw the light of day, far removed from the scene of his ancestors' "witching spells," his father, Theophilus Ebenezer Boggs, was a zealous deacon in his church, known for miles around for his zeal in the cause of religion and desire to destroy sin in every form. To perpetuate this trait and keep the family names from dying out, he bestowed on the son born to him, the names of Zelotes, (a zealot) and Gideon (a destroyer—of sin, of course.)

Ignorant of the real meaning of Zelotes, whom Josephus says of—the zealots—"trampled upon all the laws of man, and laughed at the laws of God." He thought it meant zeal, and so taught the boy bearing it with the meaning that Gideon meant destroyer—of sin.

Growing up under such instruction, what wonder Zelotes Gideon Boggs allowed no opportunity to pass unimproved, of showing his zeal (or Zelotes) and desire to destroy sin against church or morals.

Like many another zealot in Scripture, interpretation of a difficult passage, he took as much of the text as suited his views of the doctrine he wished to prove, contained therein, regardless of the context leading up to and away from the passage as a whole. Mutilated Scripture is nothing to such a person, so the view be whole. True to his puritan ancestry and pilgrim training, he wanted no dictation in Scripture or church, interpreting for himself. Yet he did not hesitate to dictate, zealot, as he was. He loved to read Ezekiel. In imagination he saw "the valley of dry bones" and "saw breath come into them and they lived."

Mr. Boggs' business called upon him to travel upon the railway often. He had heard of conductors being "set back;" of "bad luck," spotters, and mistakes which "turned them back." There-

fore, when he read in Ezekiel—"Behold I am against thee O God * * * and I will turn thee back * * * I will give thee unto the ravenous birds of every sort * * * to be devoured," he naturally having a theory to maintain, took what suited his views and omitted the context. Concluding railway men who worked, regardless of the Sabbath, were godless men, and of "gog and magog," and in his view to be "destroyed."

Surely it must be so. Reading farther in Ezekiel xxxix chapter, he found—"I will give unto Gog a place"—commenting, "I did not know railway men had a place"—of graves. "O, yes, they have a place to be buried." * * * "The valley of the passengers, * * * and it shall stop the noses of passengers and there shall they have Gog and all his multitude." The following passage especially impressed him as meaning conductors:

Ezekiel xxxix, 14. "And they shall sever out men of continued employment, passing through the land, to bury, with the passengers, those that remain. * * * Further along in the 15th verse, he reads, "And the passengers * * * when any seeth a man's bone then shall he set a sign by it till the buriers have buried it in the valley of Harmon-gog,"

In his zealous manner, Mr. Boggs concluded he had a "bone to pick" with any man doing wrong, and was especially authorized to "pick a bone" with "men of continual employment passing through the land." Therefore, when, as a passenger whose "nose" needed stopping, he failed to receive a colored portion of a rebate check after paying his fare, he thought he had a "bone to pick," or could "see a bone" and "set up a sign by it" in the shape of a personal letter for the "buriers to come and bury it in the Valley of Harmon-gog."

Oh, charity! preached from the pulpit, exhorted from the pews, and taught in the Sunday school, you are broad enough to "cover the sins" sinned against the world at large, society in the abstract and mankind in general, but when as individuals we suffer personal loss from the minor, socially, spiritually or financially then "the bed is shorter than that a man constructeth himself on it, and the covering narrower than that he can wrap himself in it." Isaiah xxviii-20.

* * * * *
Dick Bartlett was in the Valley of Harmon-gog not buried yet. Possibly he belonged to the "sixth part" left according to verse 2, chapter xxxix. "If he only could find Zelotes Gideon Boggs!" "wouldn't he make him prove his accusation?" "If unable then, arrest him for malicious persecution."

So pondered and planned Dick.

How to find the man. The letter bore no mailing mark except the one indicating that it was mailed on the train.

Bartlett had been "in the valley" sixty days. He had advertised under "personals" for a month, asking for the address of Z. G. Boggs.

Either our Mr. Boggs read nothing but religious papers or did not or would not look at the "personal ads" in the daily paper. Having moved to the city since the last directory had been compiled, Z. G. Boggs did not appear among the "Boggs" residents. To do him justice had he been apprised of a desire for his address, he would readily have given it, fearing no man.

Dick was growing discouraged. Winter was approaching rapidly. He must produce the duplicate half of rebate check 85 or he could not be reinstated, which meant for his wife and two children lack of comforts for the winter, not being a millionaire, notwithstanding the popular impression that "all railway conductors 'divide' with the company;" he had not acquired the art of making the "bell cord test." He had frequently had would be facetious travelers ask, "Do you throw up your cash collections and what sticks to the bell cord give to the company, keeping what falls to the floor?" He uniformly replied, "I do not divide with the payer of cash fares anyway."

Seeing him looking so downcast one Sunday morning, Mrs. Bartlett said, "Dick, won't you go with me this morning to church? It will do you good. You have never been to church in the city while running, being too tired when Sunday came. For to-day 'please stop thinking of your bad luck and failure to find Mr. Boggs, and go to church with me."

"To church! Why should I go to church? Railway men are looked upon by many church members as past saving, or if saved at all, they must be killed very soon after conversion, being unable to keep any saving grace long because of their coarseness. Sunday passenger trains will run to carry passengers to camp meeting grounds, eminent divines will preach in one church in the morning and in another in the evening, using Sunday trains to make the connection. Railway men may be the means of circulating the gospel of 'Peace on earth, good will toward men.' The Kingdom of Heaven, like a circuit rider's saddlebags, years ago, around his horse, may be around but is not within him. About railway men generally, prevails among the average Christian, an idea something like this: 'Who knoweth the spirit of a (railway) man that goeth upward and the spirit of the beast that goeth downward to the earth?' Ecclesiastes iii-21.

"You are morbid this morning, Dick. You know the church contains many good people who would be glad to welcome you."

"Yes, and it contains such people as Mrs. R., who said it was a mercy Tom Downs was killed so soon after his conversion, as he, being a railway man, would certainly never make a good Christian. It was one of those morality men who wrote the personal letter that placed me idle."

"Go with me this morning, Dick, and it may prove you in the wrong."

"Where shall we go?"

"The —st church is a convenient one, we will go there."

"All right," said Dick, and to the —st church they went.

The preacher's text for that morning was from 1st Kings, x ch. and 2nd v. "And she came to Jerusalem with a very great train."

Commenting upon the Queen of Sheba's train and its magnificence, "Her camels bearing spices and very much gold and precious stones," the transition from her train to the splendid modern train which now bears a monarch, royal or commercial, from one place to another was easily made. From the train to train men in particular, and railway men in general, was comparatively easy.

During the course of his remarks, he said, "It is not easy for a person to be a Christian among a lot of rough railway men."

Dick, smarting under such a sweeping assertion, and retaining a portion of his remarks in his mind made to his wife in the morning, took his hat and whispering to her "What did I tell you," was going to leave the church.

A warning look from his wife, accompanied by a gentle pressure on his foot, disarmed his intention and he remained to hear more of the same kind of unwarranted assertions regarding "Sabbath breaking men who existed by moving the wheels of the highway of commerce."

At the close of the service, Dick, being a stranger, was invited into the bible class.

He comically looked at his wife, so much as to say, "Think of me going into the Sunday school class."

Complying with his wife's desire to remain, they accepted the urgent invitation and seated themselves in the class.

Owing to the nature of the sermon the lesson leaf for that Sunday was dispensed with, and a line in accordance with the sermon was taken up by the teacher.

The teacher was a small man with a sharp nose, thin lips, gray eyes, narrow forehead, and hair which seemed to stand up in a pugnacious man-

ner, giving him an appearance of aggressiveness and don't-touch-me high caste look, such as a pharisee must have worn when he "thanked God I am not as other men." He opened his bible at Ezekiel, xxxix chapter, and remarked he "fully agreed with the sermon in estimating railway men," and called for expressions upon the subject before more concisely stating his views.

One thought them not so bad when you come to know them.

Another "had found some generous hearts among them, and thought a lack of more intimate knowledge was the cause of lack of appreciation."

But upon the whole the sentiment expressed in the sermon by the Rev. Lemuel Banger prevailed.

One good (?) sister with crow's feet about the eyes, ineffectually shaded by bangs composed of bleached hair, secretary of the Ladies' Society for the Promotion of Charity to Lost Sisters, gave it as "her firm and unalterable opinion that railway men could not be saved except by a miracle. As a class they were too rough to be prayed for only in a job lot, as one prays for the heathen, the 'lamp wouldn't hold out to burn for such vile sinners to return.' *She* put her lamp out when they appeared."

The teacher's gray eyes snapped approvingly as the sister finished, and he aggressively looked toward Dick and called for his views upon the question.

A warning pressure on his foot from his wife, and a low spoken "now Dick," was not sufficient to deter him from giving his views.

Feeling himself and his kind insulted without cause, by people who knew no more practically about railway men than the Queen of Sheba knew about Solomon, viz: "That the half had not been told" about them, he began.

"My opinion may not influence you, having expressed your own, but I deny the charges uttered and implied, against railway men.

"Hard to be a Christian among them! Too rough to be prayed for!"

"Tottering, gray haired women, delicate ladies, innocent girls and helpless children are daily placed in their charge to go hundreds of miles with no other protector. The history of railways records no instance where a conductor has proven false to the trust placed in him. Can the history of the church say the same truthfully, of its preachers? Proud of his charges, and jealous for the honor of his calling, the conductor will defend age, refinement, innocence and helplessness with his last breath, and such men are too rough for a man to be a good Christian among, and not worth praying for, because people, like

the sister who spoke, put out their lamps, their vision is clouded when these men appear. 'Having eyes see ye not? and having ears, hear ye not? and do ye not remember?'"—Mark, viii-r8.

Growing excited, Dick continued. "You modern Lost Sisters had you been present when the 'lost' woman was accused before Jesus, while he was writing in the sand, would have stoned her to death without hesitancy, each one eager to 'first cast a stone,' thinking thereby to prove yourselves without sin." Forgetting himself he exclaimed, "you make me tired," a phrase more forcible than elegant, for which he apologized, more because his wife's face was covered with painful blushes on his account, rather than regret for the language. Every hair on the teacher's head seemed to menacingly say, "Let me get at the heretic." What he did say, was, "I will prove to you from Ezekiel that the views of the lady are correct, and accord with my own. The Rev. Lemuel Banger's views are correct, and accord with prophecy, as found in Ezekiel."

Turning to the xxxix ch., 14 v. of Ezekiel, he began to read.

"And they shall sever out men of continued employment passing through the land."

"Don't that mean railway men, especially conductors?" said he triumphantly. What are we to do, with these men severed out? Bury them, sir, bury them.

"Regular descendants of 'the sixth part of the multitude of Gog spared from the valley of Harmon-gog. I have always 'a bone to pick' with railway men, conductors in particular. As one of the elect I think it my duty."

"Don't the eleventh verse of this same chapter say, 'The burying of the multitude of Gog will stop the noses of the passengers.' Why, such men are a stench in the nostrils of Israel, which only social burial will stop. I say it boldly. I believe they are without the pale of salvation." Turning his bible toward Dick, he said: "Read for yourself, sir, and see that we are right," pointing to the 14th verse.

Dick began. "And they shall sever out men of con—" What's this he sees on the opposite page? Evidently a book mark. It is the duplicate half of rebate check 85 *without color*.

Every drop of blood seemed to leave his face, and almost suffocated him with its pressure on his heart. His wife's "Dick! Dick! what is it?" sounded like some far away echo of a familiar tone. Again he saw his descent into the valley. He felt with redoubled force all the sense of injustice and mortified manhood he had passed through on his way there. He saw his way out, his vindication assured. The rift in the clouds

above him, caused by the sight of the long looked for "half," seemed to let down into the valley a breeze of restoration, calming his surging pulse and cooling his throbbing heart.

He must keep cool. If ever a man deemed a heretic was grateful for "church privileges," he was that man. He even felt sorry for the harsh language he had used, and could say with the psalmists, "I thought on my ways, and *turned my feet unto the testimonies.*" This was the long looked for half; no doubt about it; there were his punch marks from L. to O. But why without color?

"Go on, sir! go on," said the aggressive teacher, "finish the passage."

Dick pulled himself together, saying, "Please let me take the book, I can read better." Turning to the blank front leaf he beheld Zelotes Gideon Boggs.

"Is this your book?" he asked of the teacher.

"Yes, sir."

"Is this yours, also?" touching check 85.

"Yes, sir, I keep it as a 'sign against one of those men of continual employment' who disobeyed orders and gave it me instead of a colored half."

"I am that man, Mr. Boggs. Your zeal to-day has brought good out of your narrow desire to prove my kind foredoomed. I want this check to save my name, my home and my family. Why did you not present it? Had you done so I would have been saved two months mental suffering and two hundred dollars now lost."

"Why should I present it? Only the colored part was worth ten cents—reading—'This check must be punched and separated and the *colored* half delivered to passengers paying fare. Redeemable at ten cents.' Not being a colored half I supposed you deliberately gave me the wrong part for motives not honest, and wrote a personal letter to your Superintendent, so stating. Furthermore, your act only served to strengthen my theory of Gog, and I have kept it as 'a sign' against you."

Looking at it again, Dick saw it was the regular part intended for a passenger paying excess fare, properly printed promising ten cents, but through some oversight on the part of the printer, left uncolored, just the same as the conductor's part.

Mr. Boggs in his zeal to prove his theory true, had accepted the fact literally. "This *colored* portion good for ten cents," therefore it could not be good if *uncolored*, and so acted. A circumstance like this, might not happen once in ten thousand times, but this did happen, and Dick Bartlett happened to be the man who was the victim of circumstances. Placing the rebate check in his

pocket without asking further permission, Dick handed Mr. Boggs ten cents that he might not claim any more infraction of morals and stopped his nose by taking away the "sign set against" of "a bone to bury" (pick), and, without waiting for the close of the lesson or the good (?) bleached, banged-haired secretary of Lost Sisters to "put out her lamp" knowing his calling, gently assisted his wife to pass the aforesaid sister and aggressive Zelotes Gideon Boggs, and left the church with a thankful heart although as he shut the door he heard echoed from the zealots "Sever out men of continual employment passing through the land. Bury—in the Valley of Harmon-gog." From that valley he determined to escape.

* * * * *

"I must keep you off until the duplicate-half of check 85 is produced by you to prove that you issued it in accordance with instructions relative to their use."

These were the closing words of Superintendent Parker to Conductor Bartlett. Two months had passed in vain efforts to discover the holder of the missing half. His former associates began to say "Dick must have put his foot in it that time." Passengers, long familiar with him, had almost ceased to inquire of the other passenger conductors, "where is Bartlett?" The extra man placed on his run, began to think himself "regular." Those believing in his integrity, from long acquaintance, remarked, "It was too bad," and then forgot him. Auditor, Car Accountant, G. P. Agents, and other general office clerks had stopped sending him "corrections" and circulars which come regularly to all conductors in active service. He felt that he might as well be buried in the "Valley of Harmon-gog" as far as the railway world was concerned, as remain in his unacknowledged condition.

Early Monday morning Bartlett hastened to the office of Mr. Parker, only to find that he had just gone out on No. 14 that morning with his private car for a tour of inspection, that would spoil three days, at least. Thursday morning he appeared at the office asking for admission to the Superintendent.

Having only returned the night previous, with three days' accumulation of business before him, and learning who wished to see him, without waiting to find why, Mr. Parker sent word "he was too busy to talk to him that day."

The balance of the week was consumed in the same manner.

"Conductor Bartlett!" from office boy.

"Tell him can't see him, too busy" from Mr. Superintendent.

The following Monday Dick went to Mr. Park-

er's office and took possession of the waiting room, determined to see him if he had to wait for him to leave the office.

He was informed by this disciplinarian, that from principle "he could not see him."

He was not color-blind, but defective in vision when his policy so dictated.

He soon afterwards could "see" two freight conductors who were turned over to him by Mr. Rounds, to "explain" some fast running. He could "see" an agent who failed to keep his waiting-room in proper order.

A road-master was "seen" about his neglect to plank a "farmer's crossing" as ordered. Some engineers were "seen" about refusing to pull as many "loads" as the dispatcher thought they should and for "bucking" against conductors who attempted to put on cars as ordered.

The Superintendent could "see" all these men because they needed disciplining. Preferred or common railway stock never deflected his vision. The proximity of Mars could not arouse him to cast a curious glance at it. He never found time to "see meritorious actions." Praising men, from his standpoint, only served to make them presuming. But—let the rails echo a loose joint; an engine "blow" a trifle for want of packing; a Potter draw-car come in coupled on one side when possible to couple two; a waiting-room look untidy; or a "leaky" hose on a passenger train come within range of his vision, and no matter engaging his attention at the time such things develop, would be weighty enough to keep him from "seeing" the men responsible, and disciplining them properly. Each one of the candidates for inspection passed Dick on their way into the "seeing" room with, "Hello Dick!" and a patronizing nod to let him see they kindly remembered him if he was "in the soup." On their way out they stopped to shake hands with him and to sympathetically remark, "We are with you, Dick." As they passed out of sight Dick remarked, "On their way to the Valley of Harmonog." If Mr. Zelotes Gideon Boggs were here to have his nose stopped again, how glad he would be to see these men of continual employment severed out and hasten to place a sign against them, when he could once more turn to Ezekiel and in the light shed from the xxxix. ch. thank God "he was not as other (railway) men are."

Dick being under a "course of discipline" Mr. Parker was in no hurry to see him. Like the boy who was remonstrated with by his Sunday school teacher when at a picnic, for turning a turtle on its back and pressing its shell with his foot when he replied, "I does it just to see him wiggle and

kick." Mr. Superintendent likes to see men "kick" when he applied the pressure that made them "wiggle" under the impression when once "righted" fear of a return "pressure" would keep them righted. His shell was too thick for any pressure to force his neck out far enough to see beyond the sand-holes wherein were hatched his eggs of discipline.

At last his business seemed to ease up, and about the middle of the afternoon, finding Dick still resolved to be "seen," and wishing to see him "wiggle and kick" once more, having so successfully "seen" so many others and set them "wiggling and kicking" he felt in the humor to meet him and was not "too busy" to admit him.

Entering the office Dick was greeted with a cordial "How are you, Bartlett?" and a pleasant smile. Like an unripe persimmon, Mr. Parker looked much better than he tasted—fair to the eye, but "puckery" to the tongue. Many a guilty man had smiled when first looking at him, and receiving his greeting, who could not pull himself together enough to whistle up his courage when, after "tasting" him, he departed.

Returning the salutation respectfully (because he must) Dick handed Mr. Parker the duplicate half of check 85.

Without reading it and noticing it was uncolored, he said:

"What do I want with this?"

"Please read it," said Dick.

Turning it over, he read:

"This rebate check must be punched before it is separated and this colored half"—pausing, he turns it over, then back, remarking:

"Where is the colored half?"

"Aint any," said Dick, laconically.

"Where is the other half?"

"In the Auditor's office."

Ting-a-ling, ting-a-ling ting-a-ling—(private clerk enters.)

"Mr. Gates, please ask the auditor once more for conductor's half of rebate check 85, for train 15, Aug. 21st."

"Yes sir."

He disappears, returning in a short time with the "conductor's half."

Placing them together the superintendent notes they are mates, *each uncolored*.

"Where did you get this other part Bartlett?"

Then Dick related the manner in which he obtained it; describing Zelotes Gideon Boggs.

"Ought to have went to church sooner, Dick."

He became familiar to hide his embarrassment at the "corner" he saw before him, when Dick thought he heard some remarks sounding like, "Larn Zelotes Gideon Boggs and larn that printer too."

Only it was not "larn" he heard.

"Makes the old man wiggle some" thought Dick, "Can't turn him on his back though, he kicks too hard himself."

"Why did not Mr. Boggs present this for rebate?"

"Being uncolored, he thought it was worth a good deal to you Dick. Eh!" At the same time smiling pleasantly. Looking at the now whole check Mr. Parker continued, "You may take your run out next trip. I will notify Mr. Rounds who will return your punch and keys."

"How about my two months' pay?"

The delusive smile disappeared. A frown displaced it. To pay for the two months, would admit error on his part. To admit an error there, would weaken his system of discipline. That must not occur for the good of the service. What was one man's two months' pay compared with a successful system of holding the boys in place? He would make it up to him in some way indirectly. Arriving at this conclusion he said, "I do not think any one is to blame but yourself, for your loss of pay. You never should have issued an uncolored portion of a rebate check; you were not criminal, but careless. For that carelessness you have paid rather dearly, but let it be a lesson, which I trust will not be lost on yourself and associates.—Go; take your run. I do not wish to hear anything farther upon the subject; you may retire."

Out of the Valley of Harmon-gog. Strange he should feel as indignant as when going down into the Valley. Unreasonable man, belonging to a class never satisfied. Indignant when pulled off, indignant when put back. Should he appeal to the Manager for his unjustly retained two months' pay? Not if he wished to be a "man of continual employment." He did not wish to be continually "passing through the land" in search of employment.

He discreetly sealed his lips about Mr. Parker, and after relating the matter to his wife, said, "The church does not contain all the zealots, I have met two equally fanatical, one upon scripture and one upon discipline." He could not whistle to keep up his courage.

How much would he be condemned if he, accidentally (?) finding nothing "sticking to the bell-cord" applied it on the two months' lost pay? I do not think he would, but who gave the company any more right to rob him, than he had to do likewise?

To satisfy himself Dick caused a picture of the 14th v. of the xxxix ch. of Ezekiel, to be painted. In the foreground stands Zelotes Gideon Boggs, "stopping his nose" with "a man's

bone." Himself, Bartlett, eagerly scanning the Bible; while Mrs. Bartlett is shown, pressing his foot; a book-mark upon which appears No. 85; underneath, "In the Valley of Harmon-gog."

A Tribute to Honesty.

The funeral of George Grant Harp, the promising young man who unfortunately fell from the cars at Fostoria, and was killed, took place at the home of his parents, at Ceylon, Ohio, October 28th. The accident was caused by a broken round in the ladder, and was attended by many saddening circumstances. The Brotherhood of Trainmen was largely represented, and the ceremony at the grave was impressive. Hudson Tuttle, who gave the address, spoke with great fervor to the Order. In conclusion he said:

"All affairs of life call for honesty, truthfulness and integrity, but none in such great measure as the railway management. From the highest official to the humblest laborer, absolute integrity is demanded. There is mutual dependence, and if any one fail perhaps the lives of others is imperiled or lost. I do not wish to awaken your regrets, but there is one practical lesson in the death of your brother which I wish to impress on your minds. It is said that the support on which he depended, and had a right to depend, gave way, and he was thus precipitated beneath the cars. If this be so, then someone, by dishonest workmanship or careless inspection, wrought his death. The lesson is, that there must be no dishonesty or neglect in your work. Everything to the smallest bolt, is expected to be perfect. When the great train rushes out on its journey it is given to you as faultless, and the track-walker declares the track the same. You depend on others, and other depend on you, and require the same faithfulness. It is the highest honesty and integrity calling for the highest in you.

"The brother whom you mourn had these sterling qualities of character in a marked degree. He never shrank from duty, and this, with his reliability, endeared him to you. You come with the beautiful tribute of flowers, emblems of the immortal life he has gained, and the sorrowful tribute of your tears, to perform the last sad rites of the Brotherhood. To this body you will say, 'ashes to ashes,' but the celestial being has gone out of it, as a bird forsakes its broken cage, and to-day there is no place in the universe so charming and lovely that it would make this arisen one forget his friends of earth-life.

"Life at best is a battle—a ceaseless battle from the cradle to the grave—and I am at a loss on occasions like this whether I should mingle my

tears with those who weep on this side of the gateway of death, or rejoice with the resplendent hosts on the other, that an angel has been born.

"It is human to weep, yet we know that the Angel of Death, when he rolls away the stone from the sepulchre, becomes the Angel of the Resurrection.

"We have the heritage of immortality, and death is but transference to a higher sphere of existence, where, freed from the burdens and cares of mortal life, the aspirations for all that is pure, noble and excellent may be gratified.

"Patience, brothers! Cherish the integrity of character, the gentleness of manner, the honorable purposes that were his, that when this life's 'fitful fever' is over you may gather up the golden threads of all earth's broken ties, and in a lodge not made by hands, in the eternal sphere of heaven, meet in a brotherhood where tears and sighs are unknown."—*Exchange*.

The Kicker.

WHAT a pity it is that some of the members of different Orders we know couldn't get all the benefits and privileges without it costing them a cent, and be permitted to run their Divisions to suit themselves, regardless of others' feelings. We feel sorry for a man when we hear him kicking against his Order, because he is playing the baby act and showing to fellow-workmen that he is filled with selfishness, jealousy, conceit and hypocrisy, and in some cases downright meanness and miserableness. We have never heard of any work done for mankind by these fellows; their selfish hearts will not permit them to do any, because some one else might get a little more of the benefits than they. Whenever we hear a man say he is "going to withdraw on account of officers of his Division or because it is not run to suit him, or because he is called on for dues, we feel like telling him the sooner he does, the better off that Order will be, for he is no good in or out of it, because a man who is so filled with conceit and selfishness is of no account to his fellow-man or himself. We must learn to put up with a little discomfort, not let our personal desires carry us beyond reason. Can you show us an active worker in any railroad Order and we will show you an unselfish man, one who has put up with many deprivations and is willing to do it again.

We heard a brakeman say the other day that he had no use for his Order. It was a money-making scheme and never did him any good. How much he is to be pitied! Poor thing, he should be taken to the Insane Asylum and doctored for water on the brain. "Money making scheme!" yes; you can bet your last penny on that. It has made at least

\$15 per month difference in your salary for the past two or more years. It made it possible for you to draw \$70 when you used to get but \$45 to \$60. "Never did you any good!" Perhaps not, other than the above facts. No, but it has done worlds of good for others who have been more unfortunate than you. It has buried the dead, cared for the disabled, the widow and orphan, and has brought tears of gladness to many a poor fellow taken from some horrible wreck, with the full knowledge that he had but a short time to live. and that, when he has gone, the loved ones he left behind would not be turned out into the street penniless. You would be the first one to bring the grievance committee together and would do more loud talking than a dozen of men, did your narrow-minded brain but conceive of a fancied wrong, and you would turn traitor to your Order for a \$5 raise. It's your class that does more injury to organized labor than all the capita invested, and should receive and be made to feel the contempt honest men feel for you.—*Pacific Coast Railroader*.

Not Enforcing The Rules.

"Don't you know better than to pile all your baggage on that seat?" demanded a policeman at the railway depot, sharply addressing a traveler who seemed to be waiting for a train, says the *Chicago Tribune*.

"I don't see any sign here prohibiting my piling all the baggage I want to on that seat," returned the traveler, pushing his hat back and preparing for an argument. "When you want to keep persons from smoking you stick up a sign, don't you? There's half a dozen 'No smoking' signs in this room, and not one forbidding a man from putting his valises on the seat beside him."

"We take it for granted," retorted the policeman, "that everybody knows these seats are made to sit on. There's plenty of room on the floor for bandboxes and gripsacks."

"There seems to be plenty of room on the seats, too. More than half of them are empty. These traps of mine don't appear to be crowding anybody, do they?"

"That don't make any difference. It's against the rules."

"Who's rules?"

"The rules of this station. If you don't take them down——"

"Take down what?"

"Those traps."

"I didn't know but you meant the rules," rejoined the traveler. "But we won't have any fuss about it. If it's contrary to the regulations I'll put them down on the floor, of course."

He lifted his valises up, hesitated a moment, and then replaced them on the seat.

"Look here!" he said, pointing his finger sternly at the policeman, "didn't I put these things on the floor when I came in?"

"No," growled the officer, "You slapped 'm down on that seat. They've been there half an hour."

"And you've let me violate the rules of this depot for a whole half hour, have you?" said the traveler, raising his voice. "What kind of——"

"But——"

"Don't attempt any explanation, sir! I come in here, break one of the rules, and you see me do it! You deliberately permit a total stranger to you, to defy the authorities of this depot for thirty minutes! Is that the way you carry out the instructions of superiors? Do you call that sort of thing doing your duty? Don't you know, sir, that if you permit one man to override the established rules and regulations of a passenger station like this, where thousands of men come and go every day in the week, that every-body else will feel at liberty to do the same thing, and all discipline will be at an end? If you haven't a proper regard for your duty, who, in the name of truth and justice, has or ought to have? Permit a man to pile his baggage on one of these seats, regardless of rights of the traveling public, right under your eyes, and let him keep it there half an hour before you even lift your voice in protest! Officer, I consider it one of the most flagrant, one of the most inexcusable and unwarranted lapses from official duty of which I have ever known a man in your position to be guilty of. Take my advice and don't let it happen again."

The traveler sat down by the side of his baggage again, took a paper from his pocket and began to read.

The policeman, with his jaw hanging down, and a wild, hunted look in his eye, wandered in a sort of way to the out-side of the building, sat down on the curbstone, took off his hat and fanned himself with it.

"I'll bet \$1,000," he soliloquized in a hollow voice, "he's the president of the road!"—*Express Gazette*.

"That Horse Is Not Clean Escaped That Drags the Halter."

Somewhere, quite a number of years ago, when a good deal younger than now, the writer heard the expression at the head of this article, and it made a deep and lasting impression upon his mind. If, Brother Editor, you may think I can help fill up this space in *The Journal*, left for another purpose, but the bottom of which purpose

has, through poor, frail humanity, dropped out, (as you and I understand) and by so doing be of some help to your readers and my friends, as I am proud to say, I will take that expression for my text, hoping I may help fasten this quaint, but pregnant expression upon some members of the Brotherhood, and that it may do them good, as it has me. There is a world of meaning in that short sentence—"That horse is not clean escaped that drags the halter." Picture to the mind a grand, noble horse, he has been tied up for days and weeks in his stall and is ready for a run. By some means his halter becomes loosened from where it is tied, he finds himself loose, the door of the stable is open and out he bounds, and up and down, all over the field he races. How free he feels himself, and he scorns the puny efforts of his master to catch him. He realizes his strength and his speed. How weak and slow is human strength and motion compared to his. He is to be caught and confined again? Not much. If he could speak how he would boast of his freedom and of his strength and agility to keep forever free. But he drags a halter. That halter will eventually lead to his capture. Either the owner will steal up gently when he is off his watch and grasp the dragging end, or it may get tangled round his legs and fetter him. Could that halter have been left in the manger; could he but contrive to slip it off entirely, then he would be indeed free; but, poor fellow, he drags that which, sooner or later, leads to his capture. So true it is, "That horse is not clean escaped that drags the halter." Now what is there in this simple, but true picture from life for us all to learn? Simply this: There is no middle ground between bad habits and absolute freedom and safety. The Brotherhood has taken high constitutional ground for sobriety. No one can stay in the order who habitually transgresses the laws of sobriety. Yet how many think they are perfectly safe to take a drink once in a while. They know that drink can never catch and conquer them. They know when to stop and how much they can stand. They can quit any time. This confidence, this once in a while, is the dragging halter that by and by will lead to capture. Changing the words, that man is not clean escaped from the powers and chains of strong drink that drags the halter of moderate drinking. To-day, in the city where I write this, two young men stood on the sidewalk and saw a man in middle life go staggering past. They looked at him for a moment and then at each other, when one remarked: "What a fool that man is to make such a beast of himself; he ought to know enough to stop when he has enough." A few minutes afterward I saw those two young men go past me in the hotel and go to the bar and

drink. Oh, yes, they know when to stop. My observation is that no man is so positive that he knows where to stop and that he will do so before he gets full, as the man that has two or three glasses in him already. Before he takes any he is very doubtful whether he dare take one glass; by the time he has two he begins to feel strong and knows he can take another and not show it and can stop there; but, when three are down he is stronger yet, he can drink three or four times and stop right there, but he doesn't do it. The dragging halter captures him. No, brothers, slip the halter entirely over the head; leave it, drag it no more and then you are free, you can't be caught. How many bright young men I have seen dragging this halter. Talk with them and they flush up at once: "What! you think I will ever let liquor get the best of me? No, never. I can stop any time." Why didn't they? That halter caught them, they got tangled up in it. Oh, how many I have seen drag that halter to their graves. Brothers, put on the "white button." It tells to all that you are free—that you drag no halter. Right here let me say one word on this white button movement. Some have gotten the idea that wearing this white button is a proclamation that the wearer has reformed; that, as a matter of course, he was, before putting it on, a dissipated man, and that it is a sort of humiliating thing to wear one. That is not the idea at all; it was not the design. It is a token, a sign, showing what the principles of the wearer are now and how he wants his influence to be felt. Thousands and thousands of men who never drank are wearing these buttons as a help to influence the temperance sentiment among railroad men. Many, it is true, are wearing them who have been, in times past, more or less accustomed to drink moderately and had not quite strength enough to resist the seductive power and influence of an invitation to take a drink with a friend when asked to do so. Now they point to the white button and that says: "No, I am done dragging that halter." It is a safe-guard, and no real brother, no real friend, will ask a man who is wearing one of these buttons to take a drink with him. This habit of treating, so common among free-hearted railroad men, has led to the downfall of many an otherwise grand man. I have so much confidence in railroad men, and especially Brotherhood men, that I feel sure that none will wear a white button only in good faith. Let every man who believes that total abstinence is the thing for all railroad men, and who wants his influence to work for temperance, put on and wear, every day, these silent white missionaries for temperance and the day will soon come when all in the train service will be white-button men. The cause is

growing rapidly. Already I have had 30,000 made and must have large numbers more at once. Brothers, send and get all you can use to advantage. The man you wears one in good faith don't drag a halter.—*Hon. L. S. Coffin, in Trainmen's Journal.*

Laocracy a Party of the Whole People.

BY S. R. BECKWITH, M. D.

MR. EDITOR: By your indulgence I desire to again impress upon your readers the importance of concentrating the force of labor in forming a political party, to secure to workingmen their rights and interests.

In my former article, I endeavored to show that coming events indicated a constant reduction in the price of labor, and the impossibility of ever restoring its value without aid from the government. Also stated that cheap labor would be followed by serious results to wage-earners in depreciating the physical and mental growth of the children of those unable to supply them with nature's demand for race growth.

I reviewed the history of contest between capital and labor, and evidenced proof that hereafter labor would be the loser, unless it changed its line of action by assuming control of the government. I mentioned the causes that produce failure with every third party that has been organized, and stated reason for the belief that a new party could secure a large majority of all votes if it was securely pledged not to propose or make any change in the affairs of the government, except those that would reduce the false values of labor employing properties, prohibit emigration, reduce the rate of interest to the market value of money, and prevent labor contentions and strikes by enforced arbitration. The constitutional right to enact laws compelling the enforcement of each of these propositions are unquestionable. The importance of the passage of such laws to the interests of laboring men is a subject worthy of consideration.

We will now consider the importance of prohibiting emigration except to those who can furnish employment to the remainder of their number. Formerly the American race was improved by blood mingling with the foreign born; emigrants were of a higher order and all races of men and animals are improved by breeding with other races or species of equality. This advantage was noticeable in the armies of the South and North during the late war. From their ranks could have been selected regiments of generals each qualified to command. These armies were not excelled in physical form and intelligence by Napoleon's army, composed of the chivalry and

picked men of France. As long as forests remain standing, land untilled, cities unbuilt, and industries undeveloped, there was room here for emigrants; and they were then especially welcomed because they were from the better class of their countrymen, and did not by competition reduce the price of labor. *Now all is changed.* The forests and unbroken prairies are largely cultivated and occupied by attractive homes, and productive farms, more manufactories exist at present than can be continuously operated, and the country is nearer supplied with all the railroads that it requires. The present class of emigrants are so far inferior to the former class that intermingling by marriage will produce a deteriorated race. Compare our forefathers when landing with the Hessians, Italians, and Polish Jews that make up at present the very large majority of all emigrants. An American philanthropist finds here alone a good reason for cutting off the incoming stream of emigrants. This is but a trifle compared with the greater danger of continuing emigration. It is rapidly flooding the country with paupers and cheap labor to benefit employers, and daily reducing the price of labor and taking employment from our people.

In using the term Americans, I refer to native and foreign born without distinction, for all those now here, are our people and alike interested in the future welfare of the country and themselves.

The price of labor must be reduced from this rapid increase of laborers, and when poor pay comes, *as it will come*, working men will be unable to supply their families with the requirements that nature demands to maintain and induce physical and mental growth. Even the present wage-earners and their children will suffer from this cause. White laborers in the South in one generation went down by slow labor competition to be despised by the colored race. Contemplate the rapid increase of population in this country and then consider how near at hand is the period when labor for want of employment and pay, will have its representatives reduced to a state of retrogradation, if not to race degeneration. A country's wealth, arises from labor and production. Individual wealth is gained by traffic in products, an unjust appropriation of a portion of labor-earnings. The denser the population, the less wealth per capita, and the greater the riches among a few. In densely populated countries there is a want of employment for all, wages are low, and capital increases far more rapidly when labor is cheap than when it is well paid. Formerly and to a certain extent at present, the largeness of this country afforded means of furnishing employment for the increase of popula-

tion; but *this period is near at an end.* In 1890 the population of this country was 65,000,000, in 1900, at the present rate of increase it will reach the astounding number of 89,758,000. A large number of this year's first voters will live to see the population in 1930, reach 132,680,000. *There are fast becoming too many of us.* I am not ready to volunteer to be drowned as one of too large a litter to make room for foreign laborers and afford them an opportunity to reduce the price of American wages. But I am ready to unite with a *Laocracy party (a party of and from the people) to limit emigration to those who bring in money enough to employ and pay their own emigrating countrymen.

A few years since while visiting the English House of Parliament I often heard the Secretary in answer to questions from members, "What had become of certain criminals and work-house inmates?" answer with a satisfactory smile, "They have been shipped to America." This took away the poetry of "The Land of the Free" and the vanity in "Our Glorious Country" in seeing it used for a dumping ground for criminals and work-house inmates.

The annual increase here is 3 27-100 per cent. In Europe 7-10 of one per cent. Our population doubles in less than 28 years, France in 300 years. The more rapid increase of population here than in other countries, is due to emigration and their large number of children. The average number of children in American families is 3 2-10; in England 3, while emigrants having families born here average 5. This rapid increase should cause general solicitude, and arouse a universal determination to shut out emigration.

The present political parties are too near equal in number to ever dare propose it for fear of losing votes. Let us contemplate for a moment the position our children's children will occupy in 1930. They will be struggling hard for subsistence among the nearly 200,000,000 of natives and foreign-born. Nearly all the railroads, telegraphs, electric and water-power plants required will be built, the great demand for iron and steel gone, and the wage-earner will then suffer in a manner we have never witnessed. The increase of population in every country makes the few richer and the many poorer. It is a sad scene to contemplate and should never be allowed to come. I am aware that prohibition of emigration will cause grief among foreign-born citizens who desire to have their friends at home with them to enjoy the advantages of this country. The sacrifice of this feeling is but a mere trifle compared with the great number that will be benefitted. Such a sacrifice is insignificant when compared with the

sacrifices made by our sires for liberty. The signers of the Declaration of Independence and the soldiers of the Revolution, forfeited the right to visit their homes and mother country, submitted to be branded traitors by their friends, and suffered indescribable hardship and death to secure freedom for themselves and their posterity. From our fathers we inherited the right to this country, with its opportunities for securing support, comfort and happiness of its people. We have been profligate with the inheritance by freely giving it to people of other countries. Our generosity has reached a point, if longer continued, where there is danger to the vital interest of the people and the maintenance of the present high standard of the race. It is time to organize a political party pledged to protect our children in preserving for them their own. Nearly all will agree to lessen emigration, but the plank in the platform demanding that corporations, trusts, manufacturing industries and other employers of labor, shall be deprived by law, of longer continuing their fictitious valuations, upon which is calculated interest at a high ratio before labor receives what is left; this reducing of individual holdings thereby lessening incomes, will be opposed by the continued force of capital and will require the united efforts of wage-earners and their friends to accomplish it.

The sense of justice, and desire to do right, is too well grounded in the mind of working men to assist in carrying out such a proposition until they are satisfied by knowledge of the plan, that it is just and in keeping with the constitution, and rights of individuals.

In our next we will endeavor to show that it is as just, as to give back the value of a stolen horse.

The man holding \$100,000 of stock and receiving \$6,000 annually from it in dividends, is represented by a fictitious valuation. The average increased valuation above cost in a very large proportion of corporations and trusts, is at least 50 per cent.; and as properties on which stock is based are products of labor and capital, it is but an act of simple justice between them that the injured party, labor, should require a re-valuation by law, as this is the only way which it can procure it; and it is worth doing. When done the stock-holder will have all the article cost, \$50,000, and by present value of money would receive in dividends \$1,500, annual income; leaving \$4,500 to be expended in cheapening products and maintaining a fair price for labor.

*The term "Laocracy" is borrowed from Mr. J. Fitzgerald, who gives in his publication the origin of the word and states that Democracy means a rule by a privileged class in a nation; but "Laocracy" means a rule of the people at large by themselves.

Remedy for Strikes.

Having considered the recent strike at Buffalo, N. Y., and found that it was, in the main, caused by the officials of the roads, "who not only declined to grant an advance in wages, but automatically refused to confer with committees of switchmen or recognize the Association," let us now try to solve the problem of a remedy for strikes. If railway officials (and railway employes as well), were led to apply the Golden Rule to their every-day actions, strikes would be a thing of the past, for employes would ask for nothing but what was just and fair, and the officials would only need to have their attention called to any apparent grievance, when they would hasten to adjust it. Both parties would look upon each other as fellow-men and brothers, and treat each other accordingly, and the difference in the material and make of clothes worn, or the number of dollars at command, would not be taken into account at all; but right and justice would prevail, without need of militia, guns, cannon, powder, ball, or any other force. The D. L. & W. R. R., having at its head General Manager William F. Hallstead—a man who has by sheer force of character worked his way up from the ranks to his present position—a man who has passed through the trials and tribulations of subordinate positions—a man who is ready to listen with patience to the complaints of his lowest subordinates—a man who is ready to do right and give justice—has been free from strikes for years, and even its Buffalo switchmen only struck out of sympathy for other roads. Whenever the employes of the D. L. & W. have any just complaints, or whenever any misunderstanding arises in any department a reference to Mr. Hallstead has always proved sufficient to cause a satisfactory settlement. Good officials are thus one remedy for strikes.

All roads, however, are not blessed with such men as Mr. Hallstead for general manager, and as a consequence we find them in trouble all the time; and to avoid strikes on such roads, where the employes are subjected to all kinds of indignities—where they are obliged to pay for relief they do not want—where they are not allowed to remonstrate themselves, or have any one else to plead their case, is, indeed, a knotty problem; but the answer is probably easier in the light of recent developments than it was a month ago.

It will be remembered that the Lehigh Valley switchmen, under the control of the Philadelphia & Reading, went into the strike for cause—the cause being that they could get no hearing for their committee, or the officers of their Associa-

tion. It will also be remembered that the number of switchmen of the Lehigh Valley was less than 100—(about 75)—all told; that President McLeod would not recognize Mr. Sweeney, the head of the Order, or permit any of his superintendents to treat with them; or would he enter into arbitration when asked by the Board of Arbitrators of the State of New York to do so.

Within the last six months we have heard a great deal of Mr. McLeod. He has told us that he was a friend of labor, and ever ready to help the laboring man; but, when they organized into brotherhoods and associations, they became tyrannical and overbearing, and he would not then befriend them.

Does it not seem strange that the president of the "Reading," a name which has become as familiar as a household word, as the most tyrannical railroad management in the country, should call labor organizations tyrannical?

Within the last month we have heard some strong talk by Mr. McLeod about the "Reading's" adherence to its policy of antagonism to labor organizations, and that, under no circumstances would they be recognized by that "corporation," and these declarations were reiterated again and again, and sent to the press daily; but alas! how have the mighty fallen! Before the end of September was reached we find Mr. McLeod in conference with some of these "tyrannical labor organizations," ready to listen to the chiefs of the Orders; to argue the case with them, and—yes—even to make concessions to their demands. What produced such a remarkable change in so short a time? Has there been a change of heart? Has the leopard changed his spots? Oh, no! but, as all blusterers and boasters do eventually—he has found his match, and he himself has furnished them the password—*Combination!*

In the Buffalo strike only about 400 switchmen were concerned on all the roads, and some of the papers thought this a small army to array itself against the public, and endeavor to stop the wheels of commerce; and it does seem that there was some justice in the remark, for it was proven that the places vacated by the strikers were easily filled; and that the small number concerned evidently had much to do with the failure of the strike, and the manner in which the men were treated, both before and after; but in a very short time after, we have Mr. McLeod adjusting grievances with labor organizations, and even complimenting himself and them by declaring that, "when two level-headed men (one himself and the other P. M. Arthur, Chief of the B. L. E.), meet they can soon come to an understanding."

What produced this change? The answer is plain: The engineers, firemen, trainmen and conductors combined to present their grievances, and when Mr. McLeod saw that the committees represented about 10,000 men of the train service of the road, he thought it about time to arbitrate, or make concessions, and thus avoid further trouble.

The C., B. & Q. railroad, within the same month, has made concessions to its trainmen, and conductors acting in unison; quite in contrast to its former policy.

The lesson of combining dollars with dollars to build railroads—combining one road with another to perfect vast systems, is evidently not lost, for it is producing its counterpart among the men, for each class is forming its own union to combine with the unions of other classes, and thus become able to cope with the strongest combine on the globe. If a combination of employes can obtain their rights from the Reading and the Q. systems without resorting to a strike, the long-sought-for strike remedy has been found, successfully used, and its name is *Combination*.

Let employes follow the example of officials, and combine with others in like callings, and these various orders combine again, so that when any injustice is attempted the whole of the employes will stand shoulder to shoulder in requesting justice, and justice only; and this will do away with strikes.

The only thing to be guarded against is this: That labor organizations in combination do not become unjust in their demands, and thus give reason for Mr. McLeod's charge that they are tyrannical. Much must ever depend upon the leaders selected, and the utmost care is necessary in their selection; for, if a cause is to have public approval, it must be just and right, and conducted with prudence.—*The Railroad Employee.*

It is a good thing to get away from everyone, even for a brief time, and look yourself square in the eye and ask yourself all you want to know about yourself. In this way you may get acquainted, for the chances are that, being cornered, you won't undertake to deceive yourself. You will probably find at first that your acquaintance with some of your friends and their shortcomings and besetting sins is much more intimate than with yourself.—*Burdette.*

The only people who are discontented are those who are not doing their whole duty.

Every man hates his own sin when he sees it in another.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department

MRS. N. D. HAHN, MARION, IOWA.

"CHRISTMAS GREETING."

BY MRS. N. D. HAHN.

For the Conductor.

I wish you "Merry Christmas,"
My friends and sisters dear,
I wish you "Merry Christmas,"
And "merry all the year."

The days have lengthened into weeks,
The weeks to months have sped;
And now a year has passed away
(We will not call it dead)
Since first I took with willing heart,
Our columns to invite
A friendly intercourse with you
Through letters we should write.

I doubted not each month would bring
Of letters many a score,
And that our "Editor" would find
The pages running o'er,
But like the ardent dreams of youth,
Alas, as I look back,
I find my hopes not quite fulfilled,
But scattered on the track.

And now my face grows long and sad,
With wond'ring is it I
Who failed in some essential point
And caused such faint reply.

Dear sisters, you the faithful ones,
Who nobly did your share
In making up the "woman's page,"
I'd like to have you bear
This fact in mind, I thank you all,
Most truly and sincere.
For all the aid you've given me
Throughout the passing year.

If there are others who have read
And note our efforts well,
Have we found favor in your sight?
Why not, be kind and tell?
If only in a few short lines,
The int'rest that you feel,
To give us courage as we write
Our next, for "woe or weal."

Perhaps you think it mostly "wof"
That we should write at all,
Then tell us, please, if that's the case,
We'll heed before we fall."
I sometimes think a critic's thrust
Would be as well to bear
As "silence," that I often feel,
Quite drives me to despair.

There, there, I did not mean to scold,
I only meant to say
"A very happy time to you,
Each one this Christmas day."
And truly feel the "peace on earth,"
"Good will to fellow man"
That Jesus taught us by his life,
When Christmas days began.

Once more I wish to one and all,
A merry "Christmas day,"
May peace and plenty fill each home
And God direct your way,
As each succeeding Christmas day
The flight of time shall tell,
May each one learn to trust in him
"Who doeth all things well."

The Undertow.

You hadn't ought to blame a man for things he
hasn't done,
Fer books he hasn't written er fer fights he hasn't
won;
The waters may look placid on th' surface all
aroun'
And yet there might be undertow a keepn' of him
down.
Since the days of Eve an' Adam, when th' fight
of life began,
It ain't been safe my brethren fer to lightly judge
a man;
He may be tryin' faithful fer to make his life a go,
And yet his legs git tangled in the treach'rous un-
dertow.

He may not lack in learnin' and he may not want
in brains,
He may be always workin' with the patientest of
pains,
An' yet go unrewarded, an' my friends how can
we know
What heights he might a climbed up to but fer
the undertow.

You've heard the Yankee story of the hen's nest
with a hole,
An' how the hen kept layin' eggs with all her
might an' soul,
Yet never got a settin', nor a single egg! I trow
That hen was simply kickin' 'gin a hidden under-
tow.

There's holes in lots of hen's nests an' you've got
to peep below
To see the eggs a-rollin' where they hadn't ought
to go.
Don't blame a man fer failin' to achieve a laurel
crown,
Until you're sure the undertow ain't draggin' of
him down.

Christmas Flowers.

Who does not like flowers? We all like them.
But when dear old winter throws a mantle of
snowy whiteness over the brown earth that in
summer yielded us her treasures of every hue and
degree of brightness, her beautiful perfumed
flowers, then it is that we miss their cheering
presence on the mantle, dresser, or more particu-
larly the dinner and tea-table. Our house plants
(if we have any), are usually too rare to rob of
their few blossoms. But we would like flowers,
especially at "Christmas tide." And we *can* have
them, yes, at every meal and at every social gath-
ering; in fact, we can have them any time—all the
time—and they will always yield the most subtle

perfume—these "Christmas flowers," or "*Christ*
flowers." Can we see them? Yes; see them in
the happy faces around us. In the loving deeds
responsive to *our* kind thoughtfulness of the com-
fort of others. Feel them in the loving hand-
clasps, breathe their delicate perfume pervading
the atmosphere that gathers its sweetness from
the love in our hearts. Yes; we all love flowers.
And beautiful and perfect as blossoms of earth.
Yet, far more beautiful and satisfying are these
"Christ flowers" of the heart. We should give
them all the sunshine of our better impulses, the
strength of our intelligent effort, the water of our
most virtuous thoughts. Let us see how many we
can have *this* Christmas day.

ST. PAUL, MINN., NOV. 13, 1892.

Editor Ladies' Department:

As you have invited correspondence I shall
make no excuse for writing this letter for the La-
dies' Department of the RAILWAY CONDUCTOR.
To day is election day with us, and by the time
this letter is published the story will long have
been told of *who* is to be our next president. But
women cannot vote, so one might about as well
think of the "spring fashions" as bother their
head about the future president of the United
States. "Oh," some sister says, "if we *can't*
vote, we can influence our husbands and
sons." That is a very exasperating apology, I
think, for I have no husband, and less prospect of
any sons to "influence." So, what am I to do?
Sit with meek, folded hands and see hundreds of
the "two-for-a-cent" men march by my window
to the polls squirting vile, yellow tobacco juice on
either side as they undecidedly, finally decide,
(perhaps by bribery), who to vote for. There are
men and *men*—and a vast difference between them.
There are *grand, noble, well-informed men* that
mean to know what they are about. But right on
a par with them are *grand, noble, well-informed*
women, that would like an individual voice in the
affairs of the Nation. I have brothers and broth-
ers-in-law, and I have sisters and sisters-in-law,
and last week when we had a family gathering at
our house every party was represented—republi-
can, democratic, prohibition and people's. We
were a gathering of farmers, merchants and rail-
road men, (and one old maid school-teacher.) Tell
you, we had a lively debate after dinner, and to
my (perhaps prejudiced) mind the women reasoned
just as intelligently as the men. I have my opin-
ion of "the party," but did not intend to air any
"*politics*," but my "*opinions*" regarding the right and
justice of women's voting. There are many like
myself who own property, but *not a man*, and
even if one is the possessor of the latter, opinions

as to the right and wrong of things might differ. This very morning I heard the following conversation over the crib of a sleeping cherub: "Say, Henry, please *do* vote the prohibition ticket." "Me vote the prohibition ticket! *No, never!* they have just about ruined our party as it is." And I firmly believe if two-thirds of the wives in our United States had thought worth while to voice their desires, it would have been a repetition of the above conversation. We hear the cry all over the land that this is "*Woman's day.*" I hope it will keep on sounding until we not only can vote, but can fill the president's chair with a woman.

THE OLD MAID NANCY.

GALESBURG, NOV. 17, 1892.

Editor Ladies' Department and Sisters:

The opening of the new O. R. C. hall at Galesburg, Ill., October 27, was the most successful social affair ever given in that city. Over 1200 invitations were issued, and a large proportion accepted. The decorations were beautiful, the color of the Order being generally used. The L. A. attended to the floral display, which added beauty to the scene. One beautiful specimen of their handiwork, a new altar, cloth made, in exact representation of the Order, attracted universal attention and admiration. On the programme we had addresses by the mayor, Hon. F. F. Cooke, our worthy postmaster, F. A. Freer, Bro. P. H. Morrissey of the B. of R. T., and others, who depicted the life of a railroad man in its true color. Many tributes were paid to them who left their homes full of happy thoughts of loved ones, planning of their future life, and the many bright days in store for them when the unforeseen happened and they were brought back to that home dead.

In Div. 83, O. R. C., there are many energetic men. Their hall is a testimonial to this fact. Difficulties will come up that are apt to discourage one, but they have safely ridden through all such, and are safely launched on the wave of prosperity, of which the L. A. come in for their share, and we can see no reason why we should not keep full pace with them. Let our motto be, "Onward!" looking steadily forward until by our energy and perseverance in securing new and worthy members we place ourselves by the side of the O. R. C.

MRS. O. N. MARSHALL.

DES MOINES, IOWA, NOV. 13, 1892.

Editor Ladies' Department, Railway Conductor.

I desire through the columns of THE CONDUCTOR to make mention of a special session of the

Ladies' Auxiliary to the O. R. C., at Des Moines, Iowa, Nov. 9th, it being the occasion of presenting a testimonial to Sister Andy McLees, who so ably represented Excelsior Division No. 19, at the national convention, 1892. The presentation speech (a copy of which I enclose for publication) was made by Sister C. M. Cook. Sister McLees was completely taken by surprise, and so overcome, that words were inadequate to express her thanks in reply, and we all were made happy in the belief that the auxiliary to the O. R. C. is an indispensable requisite.

Yours very truly,

MRS. O. T. JOHNSON, President.

THE PRESENTATION SPEECH.

Sister President and Ladies of the Division:

It is with a deep feeling of gratification that I am permitted to meet with you here to-day, to greet the pleasant faces and grasp the warm, willing hands of those who are as *truly* sisters to me.

It is *more* than pleasure to be here, ay! and doubly pleasure, if such could be, to be called upon to perform the duty which has been assigned me. I, like others of this division, dislike to shirk, and more especially dislike shirking when there is pleasure for others, as well as myself, in anticipation.

You all remember one little, sweet faced sister, who braved a fierce April storm and the terrors of a much anticipated *Goat* to help organize our division. She was rather small and delicate, and as we gathered in the outer hall, anxiously—yet fearfully waiting the arrival of some one to unlock the door and throw open to us the awful mysteries of this now beloved lodge room, the sister in question clung close to the older and stronger ones, and down deep in her heart was anxiously wishing that, to be initiated, she might be the very last, or perchance the installing officer might overlook her and thus escape. Yet with all the doubting—with all the fear, the ordeal over—the fearless, stubborn *Goat* conquered, the sister felt herself once more, and with her whole heart gave herself freely to this division to perform whatever duty fell to her lot.

April passed, May came, and ah, soon came June, the first, the second, the third, how fast the days sped! The fourth, the fifth, the sixth; oh, would the time never come! The seventh, the eighth. *All Aboard!* Amid the quick whistle from the engine, the ringing of the bell, the wave from the brave conductor's lantern and the great Rock Island No. 6 is off. Chicago, Pittsburg, Philadelphia, the "City of Brotherly Love," suddenly transformed into the "Beautiful City of Sisterly Love." The great convention, reports, the password, the receptions, the excursions, and

when all was over and the homeward trip accomplished, and our sister once more with us, and now stronger than ever; tells us to the minutest detail of that great assembly, till we felt that our little and new division had been most royally represented, and now to-day, after long waiting, I, as a representative of Excelsior Division, ask Sister McLees to step forward.

Sister McLees: You surely have imagined that the sister I have described is none other than yourself. I have called you weak and then strong, and I now wish to say to you that we, too, are strong; stronger for having sent you to represent us at the national convention, and stronger still in the possession of such a member as you. You represented us nobly and well, and we feel that, as you deliberated with those faithful wives of other noble conductors, you lent dignity and loving grace to the great assembly that reflects upon us as well as yourself. And to-day I beg to attest to you the love which we bear you, and the high esteem in which you are held by the ladies of this division, and I now present to you, in the spirit of true friendship, this beautiful basket. I ask you to receive it as we present it to you—fully, freely and lovingly, and may the solidity of its makeup and the brightness of its polish speak to you in language that no voice can utter, and say to you that the best and truest friends you have on earth are none other than the ladies of Excelsior Division No. 19.

Editor Ladies' Department.

On Wednesday eve., Nov. 23, the Ladies of Excelsior Division, No. 19, L. A. to O. R. C., of Des Moines, gave their first sociable of the season in their Hall on 6th and Walnut Sts.

About one hundred and twenty-five people sat down at 7 o'clock to tables loaded with all the delicacies of the season, which were prepared and served by the ladies themselves in true Delmonico style. The bill of fare called for everything that the palate of the average railroad man could desire, and to say that they did justice to the spread is speaking very mildly.

The supper was served as a "regular, on time" and was followed by a "second section" loaded with a literary program consisting of recitations, vocal and instrumental solos, and music by the Des Moines Mandolin Club. This was followed by an "extra," on which the dancers tripped the light fantastic until a late hour, to the delightful music of the Mandolin Club.

As a result of the evening the ladies realized the neat little sum of fifty dollars, which has been deposited in the bank for future use.

Excelsior Division has only been organized a

little over nine months, but the organization is a strong one and with the queenly president, Mrs. O. T. Johnson, at the head the Division will, ere long, rank among the very first.

The support that Division No. 38, O. R. C., extends to the Auxilliary is truly gratifying and the ladies are made to feel that the noble men of No. 38 appreciate their efforts.

Hoping that the number of auxiliaries may steadily increase and wishing the CONDUCTOR and all conductors success, I have the honor to be

ONE OF THE LADIES.

ST JOSEPH, MO.

Editor Ladies' Department.

I am a little late coming to the front with thanks and praise for the royal way in which we were entertained while in Philadelphia.

1st. At the little opera where we smiled at the "laughing man" until we grew hungry, and to our great surprise our sisters and brothers had expected as much and prepared a sumptuous repast to which we all did justice. After many jokes and toasts were passed, we bade each other good night and repaired to our several resting places for the remainder of the night; for a repetition of the pleasure the next day. Surely enough it came; a ride through the park to "Indian Rock" Hotel for refreshments, which were served in a style fitted for kings and queens. Thence we were driven to a brother and sister's for an evening of music, jokes and refreshments; next day to Atlantic City. The preparations our brothers made for our pleasure on this occasion could not be surpassed; an elegant dinner at the Mansion, a ride to the beach, bathing suits, and everything that none but such entertainers would think of, to add to the pleasure of their guests. Leaving this, some for their homes others for a more extended trip. At this juncture I must not forget to mention our trip to Cape May, by the invitation of Bros. Jas. Connell and J. P. Ancker, both of whom are pleasant gentlemen, as I think Sisters Marshall, Erickson, Gunn and others can testify, all of whom enjoyed the sport of photo making so artistically done.

From this point we separated, I going to my "old Kentucky home" (oh, how I love to speak it) in company with Bro. Thomas Meyers, an old conductor on the Kentucky Central, whom I found to be a pleasant traveling companion. May he live long and be happy. These, with others I would like to mention in this connection whose names I cannot now call to mind. Hoping we may meet many times in the future with the bonds of fraternity.

Your in T. F.,

MRS. E. N. FOOTE,
Secretary Benevolent Div. No. 17.

I insert the two following clippings from the Cedar Rapids *Republican* for the benefit of the St. Paul Sister, and others who feel as she does on the subject of woman's being ignored in public affairs.—[E.D.]

"TOPEKA, Nov. 18.—The opinion exists here that stranger things might happen than the election of Mrs. Mary E. Lease as United States senator, from Kansas. A. L. Williams, general attorney of the Union Pacific, said to-day: 'I know of no reason why Mrs. Lease should not be a senator. There is nothing to prevent it except the popular idea that a senator should be a man.'

David Overmeyer said: 'I hardly know what would be done if she were elected. Mrs. Lease would make a good senator if she could be seated.'

J. W. Ady, United States district attorney, said: 'The question would have to be settled on a contest. Mrs. Lease is certainly entitled to the place. She is the leader of the populists.'

Z. T. Hazen, judge-elect of this district, said: 'As I think of it now, I don't see why Mrs. Lease should not be a senator.'

Mrs. Lease's candidacy for the senate has become a serious reality. She is fixing wires for the place, and her popularity with the rank and file of her party will give her at least an equal chance with the other aspirants, especially as there seems to be no constitutional disqualifications."

"Montana has made a new departure certainly in the election of a woman for attorney general, though if ever a woman attained success by her own exertions, that one is Miss Knowles. Having persisted in her study of law till prepared for her degree she had to fight for admission to the bar by influencing the legislature to pass a law allowing her to practice. Believing that she had a right to become attorney general she entered the field against two opponents and conducted her own campaign with so much spirit that she won general approbation.

Miss Ella C. Knowles was born in Northwood, N. H., and is now 28 years old. At Bates College, Lewiston, Me., she took the degree of Master of Arts, after which she studied law in the office of Burham & Brown, in Manchester, N. H., and later, in Helena, Montana. She was admitted to the bar in 1890, and has gained a large and successful practice.

There is nothing unwomanly in her manner or appearance, on the contrary, she is very quiet and business like and of most winning address.'

Married Life.

How much unharmony would be naturally re-

moved from the lives of husbands and wives, if only they would earnestly follow out the plan laid down by an "old Mother," in the *Hartford Times*. She says: "Preserve sacredly the privacies of your own house, your married state and your hearts. Let no third person come in between you two. With God's help build your own quiet world, not allowing your dearest earthly friend to be the confidant of aught that concerns your domestic peace. Let moments of alienation, if they occur, be healed at once; never speak of it outside, but to each other confess, and all will come out right. Never let the morrow's sun find you at variance. Revive and renew your vows; it will do you good, and thereby your souls will grow together, and you will become truly one."

Without harmony between husband and wife the home will prove a failure, the children will prove a failure, and life itself amount to but little.

Our Sons and Daughters.

Talking in Their Sleep.

"You think I'm dead,"

The apple tree said,

"Because I have never a leaf to show,
Because I stoop

And my branches droop,

And the dull, gray mosses over me grow;
But I'm all alive in trunk and shoot;

The buds of next May

I fold away—

But I pity the withered grass at my root."

"You think I am dead,"

The quick grass said,

"Because I have parted with stem and blade;
But under the ground

I am safe and sound

With the snow's thick blanket over me laid.
I'm alive and ready to shoot,

Should the spring of the year
Come dancing here—

But I pity the flower without branch or root."

"You think I'm dead,"

A soft voice said,

"Because not a branch or root I own;
I never have died,

But close I hide

In a plummy seed that the wind has sown.

Patient I wait through the long winter hours;
You will see me again—

I shall laugh at you then,

Out of the eyes of a hundred flowers."

—Selected.

The Little Earth-Angel.

ELIZABETH BOYNTON HARBERT

I used to read of angels,
 But their eyes were always blue;
 And as mine were black I'd wonder
 If I could be one too.
 I tried to love our Father,
 And my neighbor as myself;
 But when people saw my eyes,
 They said, 'a wicked little elf.'"
 I loved God's birds and flowers,
 And the sparkling little springs,
 Wandering down the mountain side,
 With such strange murmurings.
 I longed to be an angel,
 And dwell with God in heaven,
 But thought I never could, because
 My hair was black and even.
 In vain I searched the pictures,
 Since everywhere I found
 That angels all were very fair,
 While I was tanned and browned,
 But one day, when dreaming
 Of all that was to be,
 There came like lightning's gleaming
 This happy thought to me—
 Altho' like angels up in heaven
 I may not ever be,
 Yet like an angel on the earth,
 My Father would have me.
 So, kneeling in the sunlight,
 Among the flowers and birds,
 Out through the forest's stillness,
 There went to God these words,—
 "Oh Father, if I am too brown
 To dwell with angels fair,
 Yet let me be one on the earth,
 And serve Thee everywhere;
 And make me live a long, long time,
 Until my hair turns *white*;
 Until in Thy sight I am fair,
 And like an angel bright."

A Mortifying Mistake.

I studied my tables over and over, and backward-
 and forward, too;
 But I could n't remember six times nine, and I
 did n't know what to do.
 Till sister told me to play with my doll and not
 to bother my head.
 "If you call her 'Fifty-four' for a while, you'll
 learn it by heart," she said.
 So I took my favorite, Mary Ann (though I
 thought 't was a dreadful shame

To give such a perfectly lovely child such a per-
 fectly horrid name).

And I called her my dear little "Fifty-Four" a
 hundred times, til I knew
 The answer of six times nine as well as the an-
 swer of two times two.

Next day Elizabeth Wigglesworth, who always
 acts so proud,
 Said, "Six times nine is fifty-two," and I nearly
 laughed aloud!

But I wished I had n't when teacher said, "Now,
 Dorothy, tell if you can,"
 For I thought of my doll and—sakes alive!—I
 answered—"Mary Ann!"

—Anna M. Pratt, in *May St. Nicholas*.

Two Boys and Two Christmas Gifts.

I sometimes think that we all (older ones as
 well as younger ones) forget the real intent of
 Christmas in thinking of what we can give, or
 what we shall get on that important day, and
 Johnny and Willard Bond were just as forgetful
 as any, last year, during the week before
 Christmas, when they spent so much time think-
 ing what they should get with their small amount
 of money, saved for this very Christmas day.
 Nellie and Maude (their sisters) could knit,
 crochet and sew, and could make a very little
 money go a good ways. And the boys almost
 wished they were girls as the week drew toward
 its close. And John considered himself a very
 lucky boy when two days before Christmas he
 was given an opportunity to earn a dollar running
 errands for the grocers and merchants of the
 place. Willard was glad, too, for there was a
 clothes hamper that they had wanted so much to
 get for their mother, and now Johnny could get
 it for her. He did not spoil the joyful anticipa-
 tion by thinking he was not going to help get it.
 "He would get her some smaller present, a fancy
 'hair pin,' or something." And there were so
 many things for a boy to do at home, that he did
 not have time to repine even if he wanted too.
 All the day before Christmas the girls were shut
 up in their room closely. Mother was busy in
 the kitchen with Mary, preparing the Christmas
 dinner. Father was out on the "road," and Will-
 ard's feet were kept busy until after supper, for
 Johnny was still running errands. So it was late
 in the evening when the boys hurried "up town"
 to get their presents. First they bought the
 clothes hamper, and then proceeded to buy the
 other coveted things. A necktie for father, hand-
 kerchiefs for the girls, and then separated to buy
 something for each other. What would it be?
 Johnny was not long in deciding, for Willard had
 confidentially told his chum what he wanted, and

the chum had just as confidentially told John, so the "train of cars" was done up and paid for and in the bottom of the clothes hamper before Willard had half decided what to buy. Finally he decided on an air gun, and received the package just paid for, as Johnny, tired of waiting, came up. They then hastened home and waited fully an hour in the back room before their bulky bundle of presents arrived. The kitchen closet was freely given to them to lock and own until the next morning, when after the "merry Christmases" were said, they would each take turn in distributing their presents. Modest and useful things were the order in the Bond family, and this eventful morning was no exception in that particular. The girls' new dresses, the boys' new caps and overcoats, from their parents; dishes for mother from father, slippers from mother to father, and any amount of pretty cushions, tidies, foot stools, and a shaving case for father, from the girls, and monograms for the boys' new hats and coats, Mary had gone home to spend the holidays, and her presents had been given her before she went. Now came the boys' turn, and it all went lovely as together they carried their partnership presents to each, leaving mother's surprise for the very last, and all would have been well then if Johnny had not thoughtlessly remarked, "I earned this all myself, mother." Then Willard first realized that it was not a "partnership affair," and he had forgotten the "hair pin" for mother, in fact had not had enough to buy one with, even if he had thought of it, but somehow he felt it was no time to cry over anything that could not be helped, and hastily turned and went into the kitchen and was energetically poking the fire when his mother came out to see about the breakfast, and mama thought he was one of the happiest among them, as he went with willing feet after the water and carefully set the chairs up to the table. At breakfast every one else talked so fast his silence was not noticed. After breakfast mother asked Johnny to bring in the day's supply of wood, and when Johnny said "in a minute," and played with his air rifle for an hour after, it was Willard who left his cars and filled the wood box and brought in the fresh pail of water, and went down after the potatoes. So it went all the pleasant Christmas day. Evening came and one of the near neighbors came running in to "see the new clothes hamper" (that Johnny told her son he had bought his mother) and like any mother Mrs. Bond gladly exhibited her much needed present. "What did Willard get you?" asked the neighbor, and without waiting for an answer, turned her head to show them what "her boys had bought her." Willard, from the other room, could see that they were the very hairpins he had wanted to

buy before Johnny's "good luck." And when his mother laughingly said, "You had better give me one, two is too many for you," and "she had often thought she would get herself a fancy hairpin," Willard's self control completely gave way, and when mother came into the room she heard sobs, and following the sound saw Willard curled up in a heap and just shaking with grief. "Tut, tut," said mother, "What does this mean," and she gathered the sobbing boy in her arms. "Mother's precious boy, what does this mean? Did you want something you did not get?" "Oh, oh, no, that ain't it, I didn't get you any Christmas present." "Why, bless my heart, I had not even missed it," said mama, "I had so many," and then added hastily, "why, Willie, yes you did." "No I did not, mama." "Yes you did," insisted mama, "the dearest and best gift you could possibly have given me. It was the help of a loving little heart, Willard. Really your love has presented me with the best gift I have had to-day." Then Willie told about how he had intended to get her the very hairpin she had said Mrs. Neal ought to give her, and as the tears began to start again, Mother said, "come, come help me get supper," and Willie had about forgotten his disappointment when father came and put a new half dollar in his hand, saying, "Now you can get mother a nicer hairpin than Mrs. Neal has," adding "I really think, Willard, that the gifts that came without much money are nearer like Christ's gift to us so many years ago." Mother had her hairpin just the same the next day, but Willard, now a leading merchant, although able to make all his friends each a valuable present at almost any time, yet finds the kind he gave his mother that cost no money so many years ago, is really more beneficial than the costliest things money can buy would be. After thinking, I guess we will all agree with him.

N'DIX ONEAHN.

Leonidas.

Greece, the desolate and broken, lay beneath the burning sun,
All her fortresses had yielded, all her strongholds one by one;

And her fair proud head bent helpless, at the mercy of the foe;
Not a soldier to defend her from the Turk who laid her low.

Far adown the dusty highway, through the fields of trampled grain,
Past the still, deserted village, past the cattle on the plain,

With the steady clank of sabers and the trumpet's martial din,

Passed a conquering Turkish squadron, and its chief, El-Abarrin.

Not a peasant ran to watch them, not a lad to see them pass;

But the footsteps of their horses made a murmur on the grass;

And the grim chief in his mantle smiled to see the home unblest,

And the goodman's corner empty, and the goodwife's wheel at rest.

Suddenly, his charger reigning, "What is this?" quoth Abarrin;

"Surely something comes to meet us where we thought no foe to win!

"But my eyes are dim with dust-flakes—look, I pray, and tell to me;

For, by Allah! to my seeing 'tis a wondrous enemy!

At command, the squadron halted—curbed each man his restless horse;

While the little band came onward, fearless in the foeman's course.

Clust'ring closely, all together as they drew his sight within;

"By the Prophet's holy Kaaba!—*children!*" quoth Al-Abarrin.

Such a rabblement of children! every age, and every size,

Golden-haired and dark-haired maidens, lads with steadfast Grecian eyes.

Armed with flails, with scythes and sabers, in right soldierly array,

And the earnest, childish faces proving there was more than play.

In amazement stood the squadron, as the little band drew near,—

Not a childish footstep faltered, not a childish face showed fear,—

Till before the waiting squadron in the road they halted nigh.

"What trick is this, I pray you?" cried the Turk amazedly.

From the little crowd of children stepped a lad not twelve years old.

Fearless were the eyes he lifted, and his bearing free and bold;

In his hand he held a banner, bearing on its silken fleece,

Torn and soiled, the simple ensign of their once victorious Greece.

"Sir," he said "we've come to fight you. Father said, the other night,

Greece had lost her glorious soldiers, not a Spartan shield was bright.

"And he told how, in past ages, Grecian warriors died to save
All their homesteads from the Persian, and their children from the grave.

"How Leonidas stood fighting all day long against the foe;
How he fell, and how his comrades yielded sorely, blow by blow.

"And, my father says, the noblest death that any Greek can die
Is defending home and hearthstone from the cruel enemy.

"So I gathered here my playmates, and I told them all the tale,
And I bade them carry weapons, stick and saber, stone and flail,

"And we thus come out to meet you, and to die, if need must be,
As the band of noble Spartans died at old Thermopylæ."

Not a word the chieftain answered, but he turned his horse's feet,
And he bade the Turkish trumpet sound the order for retreat.

Smiling then he drew his saber from its shining, crooked sheath;

"You have fairly won the battle, and deserve the victor's wreath.

"So in token of surrender over all the troops that pass,
Here I yield to you, O Captain! Take the sword, Leonidas!"

Then, saluting low his captor, turned the chief his bridle-rein,
And ere long the Turkish squadron was a dust-cloud on the plain.

—*Anna Robeson Brown in October St. Nickolas.*

Little Foxes.

Among my tender vines I spy

A little fox, named *By-and-By*.

Then set upon him quick, I say,
The swift young hunter, *Right Away*.

Around each tender vine I plant,
I find the little for *I can't*.

Then, fast as hunter ever ran,
Chase him with bold and brave, *I can*.

No use in trying—lags and whines
This fox among my tender vines.

Then drive him low and drive him high
With this good hunter, named *I'll try*.

Among the vines in my small lot
Creeps in the young fox, *I forgot*.

Then hunt him out and to his den
With *I will not forget again*.

A little fox is hidden there
Among my vines, named *I don't care*.

Then, let *I'm sorry*, hunter true,
Chase him afar from vines and you.

—*No Name.*



Injury to Employee—Who is a Vice Principal—Fellow Servant.

Where a section foreman of the defendant railroad had full power to employ and discharge hands who worked under him; and, on returning from a day's work, one of his employes was injured through the negligence of the foreman in not properly applying the brake, *held*, that while the foreman was a vice-principal in the matter of hiring and discharging hands, he was merely a fellow servant in transporting his men to and from their work, and the company was not liable for the injury caused by his negligence.

Justice vs. Pennsylvania Co. Ind. S. C., May, 1892.

Mutual Benefit Insurance—Assignment of Certificate—Refusal to Furnish Blanks.

In an action upon a certificate of insurance, the court held that a certificate issued by an assessment life insurance company or fraternal insurance society, may be assigned on the company or society's refusal to pay, or furnish blanks, as required by the policy with which to make proof of the loss, nothing in the policy prohibiting such assignment.

Further, where a policy issued by an assessment life insurance company provides that "proofs must be completed on blanks furnished by the order" the refusal to furnish blanks, on application, on the ground that the policy is void because a premium or assessment has not been paid, will excuse failure to make proofs of loss.

Meagher vs. Life Union Association, N. Y., S. C., Sept. 17th., 1892.

Proceeds of Life Certificate—Trust—Evidence.

1. Where a certificate of life insurance provides that the money shall be paid to the insured himself if he lives to a certain date, and if he dies before that time, to a certain person, trustee for the insured's mother, it is competent to show by parole that the insured stated in his life time that his design in creating the trust was to provide for his mother's support after his death.

But, when the mother dies before the insured,

there is a resulting trust in his favor, and the proceeds of the certificate are a part of his estate.

Bancroft vs. Russe l, Mass. S. J. C., June 24, 1892.

Cause of Death—Insanity—Suicide—Verdict.

1. In an action on a life certificate, the fact that the evidence shows that the cause of the insured's death was insanity, does not tend to prove that he committed suicide; insanity being a disease liable to cause natural death, and the presumption being, when insured was found dead, that his death was natural or accidental.

2. When a life certificate did not cover suicide, but provided that, in case of "death by his own hand or act, whether sane or insane," the company should be liable only for the assessments paid, and plaintiff's evidence, in an action on the certificate, showed that death was caused by insanity, and the defendant association offered no evidence, plaintiff is entitled to a direct verdict for the full amount of the certificate.

Waycott vs. Mutual Life and Benefit Association, Vt S. C., Aug. 25th, 1892.

Assets of Decedent's Estate—Life Insurance—Assessments—Statute.

This action was brought by the administrator of the member, deceased, against his widow, to recover certain sums of money which were claimed as assessment premiums, with interest thereon, of life insurance or benefits paid to defendant after the death of her husband, by the several Mutual Relief or Secret orders or associations with which he held membership.

The court on appeal *held*, That "where a life policy or certificate of insurance is made payable to the widow, it does not become assets of the estate and the administrator can neither collect it nor maintain an action against her, under the Revised Statutes (chap. 64, sec. 48) to recover the premiums or assessments paid by the insured within three years of his death, as belonging to the estate.

Douglass, admr., vs. Parker, S. J. C., of Me., June 4th, 1892.



BOONE, Iowa, Nov. 15, 1892.

Editor Railway Conductor.

I see my effort on "couplers" in the August issue of *THE CONDUCTOR* brought out a few remarks from the editor, and in the October issue an ably written article signed "Hot Box Detective," who has given considerable abuse to the vertical coupler without argument. I said in my August letter, "I never had occasion to chain up a car equipped with the Chicago steel coupler." He tries to refute this by saying, "I must have been fortunaté, or done but very little railroading during this time." I have been for some time and am now running two of the most important and fastest scheduled trains that cross the great state of Iowa, on one of the trunk lines, and the cars in these trains are mostly equipped with the famous Chicago steel coupler, and I speak from *experience*, not *theory* or *hearsay*. Again he quotes me "as never having heard of a brakeman being hurt by one of these bars." Note the argument against the assertion. "Perhaps he never reads or makes enquiries of trainmen." Again I say, I do not go on theory, but practical experience. I am glad that "H. B. D." agrees with me that the Chicago coupler is a good one of its kind. He asks me to visit the "bone yards" and "peruse" them over. I suppose he means to look over the yards for broken vertical couplers. I have done so at Council Bluffs, Missouri Valley, Carroll and Boone; also made enquiries about other "boneyards," and I find it is a very rare thing to see a broken Chicago steel coupler. Like all other parts of a car or any machinery, there may be now and then a defect which will cause a coupler to break or not work right. He says they are a bill of expense. Just imagine a hot box detective bemoaning the high expenses of drawbars or anything else of a railroad. You may rest easy on that score. The railroad companies will take care of the expenses. But for my own satisfaction, before the letter of H. B. D. appeared, I asked our master car builder about the expense of these drawbars. His reply was: "The company saved at least one-third the num-

ber of links and pins, which was enormous, and the saving in broken drawbars, according to the number used, was more than three-fourths." Again he says: "They are an everlasting annoyance and bother to all railroad men." Far from it. They are the greatest comfort of a railroad man's life. There is not that six inches of space between the drawbars, like there is between link and pin drawbars, which makes a conductor tremble every time his train goes over a little knoll, for fear it will break in two. No, sir; your train is close and compact; and yet, if when about to start and the slack is wanted, it can be had easily, as there is a double spring which, when pressed together by the engine, will give a powerful resistance, which I find assists in starting the train. A conductor need not stand by holding his breath as every car starts for fear of a broken link or pin. In coupling these drawbars (I am speaking now when a whole train is equipped with them) are automatic, as you cannot open them without setting to be recoupled. There is no need for a man to put his hand near the bars, and if they are to be coupled to any other bar with a link and pin, I cannot see why they should be any more dangerous than any other. The face of the bar is not any larger to catch the hand, and it is not necessary to move the hand any quicker in making a coupling, to get it out of the way. "There are link and pin couplers used to-day," says "H. B. D.," "that are better in every way." That is not so. You cannot have a link and pin coupler that has not a space of about six inches between the drawbars, which will ever give trouble and "start the caboose first," as is generally said by railroad men. I have interviewed conductors, brakemen, engineers and car repairers on our road, covering 350 miles, and the verdict is almost unanimous in favor of the Chicago steel coupler. I wish the editor of *THE CONDUCTOR* and "Hot Box Detective" would come out and take a ride with me on one of our freight trains equipped with Chicago steel couplers and Westinghouse air brakes, making thirty-five or forty miles an hour. I am positive they would change their minds and admit

that practical experience is better than hearsay or theory. A Merry Christmas.

Yours in B. F.,

"COUPLER."

The Rule of Seniority.

ARKANSAS CITY, KAN., May 4.

In looking over my R. S. G. of the 19th, I read the article by the person who styles himself "Forward," and if the editor will give me space and have forbearance with the crude ideas of a brakeman, I will try and give him a brakeman's views upon the subject. The writer of the article holds that a grievous injustice is done to the conductor who through some cause has lost his position, and in applying for work on some other road, must go back into the ranks of a brakeman and serve his apprenticeship over again before he can regain his former position. Now, in the first place let me ask, why did the conductor lose his position? In nine cases out of ten he was fired. What for? Was it for neglecting or disobeying orders? Was it for drunkenness, incompetency? Or was there a combination of circumstances over which he had no control? If the latter is the case he has the sympathy of every fair-minded man, both conductor and brakeman. But on the other hand, if he was discharged for any just and equitable cause, a reduction to the ranks of brakeman would not only be fair and just, but might in the long run prove beneficial to him, as it would make him more careful in the future.

Suppose, for the sake of argument, that the B. R. T. the B. R. C. and the officers should establish that rule on the different roads running into Chicago, Kansas City, St. Louis and other large railroad centers, where the supply of railroad men nearly always exceeds the demand, what would be the result? Once a brakeman always a brakeman. Good men who have served as brakemen two or three years and were capable and industrious and faithful, would quit and go where the show for promotion would be better, somebody would have to fill their places, and as no man with a spark of ambition would want to go to work on a road where the chances would come only once in a lifetime, the result would be that "yellow-hammer" would have it all his own way, and the class of brakemen known as "stake men" and "sixty day men" would be largely increased. He cites us to the engineers for example, and says that they do not have to shovel coal after having once pulled the throttle. I will agree to that, so far as the B. L. E. men are concerned, but an engineer outside of the Order stands as little a show or less than a conductor does of holding his position when starting on a new road.

And he don't take into consideration the fact that where there is one engineer hunting a job there are fifteen conductors.

Now, I don't want any one to think I am preaching strict seniority. That would be as bad or worse than the other thing, but it seems to me that a happy medium could be struck somewhere that would work to the benefit of both conductor and brakeman. There are two brakemen to every conductor. Say that the rule was established on this ratio: when a company wanted three conductors take two from the ranks of the brakemen and hire one outright. That certainly would be more just than the other.—*4 Brakeman in Railway Service Gazette.*

BRADFORD, Pa., Nov. 10, 1892.

Editor Railway Conductor:

You perhaps remember my speaking of our Brothers Brown and Fagnan going into politics. I would like now, through THE CONDUCTOR, to let the Brothers know the good results. Bro. Brown, unfortunately, did not get elected, although he made a good run. But just think of a democrat being elected in the state of Pennsylvania to the county treasuryship. Well, we wish George luck, and I think it is safe to say any of the boys who call will be used well by the "prop" of 117 Main street.

Yours in P. F.,

Dock.

Editor Railway Conductor:

I would like very much to get the opinion of some of your readers, also your own, of the following order. The order is correct so far as heading, complete, and signatures are concerned, and the question at issue is, what time can No. 40 leave B? Her regular time there as per timetable is 8:15 a. m.:

"No. 40 will run two hours late from A to B, and one hour and thirty minutes late from B to E."

A is the starting point of the train, and she is timed on the card at all the stations mentioned and intermediate ones.

The rules governing in this case are not exactly standard rules, but copied from standard rules with a few modifications. Rule No. 223 reads: "Orders once in effect continue so until fulfilled, suspended or annulled."

Rule No. 224: "Schedule trains *must not* run in advance of time, but in case of necessity for quicker movement will be annulled and run as extra."

Example "E." Form of train orders in book of rules reads as follows:

"No 2 will run 20 minutes late from Joppa to Mainz."

This form makes the schedule time of train named between the points mentioned much later than the time stated in the order, and any other train receiving the order is required to run with respect to this later time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

It is admitted, I believe, by all who have taken any part in the discussion on the line where the order was issued, that the rules above mentioned are all there is on the card that have a direct bearing on the case.

[Train 40 has a right to leave B at 9:45.—ED.]

ST. JOSEPH, MO., Oct. 31, 1892.

Editor Railway Conductor:

With the voice of each and every member of the O. R. C. employed upon the St. Joe & G. I., we wish to express ourselves through THE CONDUCTOR for the good and efficient and indispensable help from our worthy Grand Senior Conductor, A. B. Garretson, in the revision of our schedule of pay and agreements with the above company. Bro. Garretson has left an impression with our officials which will benefit every member of our Order who may happen to come through this part of the country, and more so to us as employes. Bro. Garretson happens to be the only grand officer we are personally acquainted with, but with the Grand Division composed of such men we cannot help but prosper and gain. Through him and Bro. S. E. Wilkinson, of the B. of R. T. we have gained a fair and just schedule of pay, and the reinstatement of Bro. P. F. Barry. Hoping this is the sentiment of all Divisions, I will say a few words in regard to Division 141. Our membership has doubled itself in the last eighteen months. There are but very few conductors running in here who do not belong to the Order. Bro. Jos. Riley, our worthy Senior Conductor, is missed from among us, as he has left the C & G. W. and accepted a train on the Illinois Central. Trainmasters having such men as Jimmy on their trains can rest with closed eyes, as he is what you can term a gilt-edged conductor. Bro. L. B. Ridpath has accepted the position of trainmaster with the C. & G. W., with headquarters at Des Moines. Success to Bro. Ridpath. As far as practical railroading goes it cannot be otherwise, as he is a railroad man. It will soon be time for election of officers for '93, and with the timber we have in 141 we will be "out of sight" in all things. Hoping this will get in to clear, I remain yours in P. F.,

DAWSON.

LAKE CHARLES, LA., Nov. 9, 1892.

Editor Railway Conductor:

As I have promised many individual members of my Division to write to them, and I now find out I have not the time to do so, please allow me space in THE CONDUCTOR to write to them all at once. I am running passenger on the Kansas City, Watkins & Gulf Railway, and was called here by Mr. S. F. Hammond, general manager of the road. The road runs from Lake Charles to Alexandria, a distance of 100 miles. From Alexandria they expect to build north to Kansas City, Mo., and from Lake Charles they will build south to the Gulf coast, where they expect to build a deep-water harbor, at the mouth of the Calcasieu river. The distance from Lake Charles to the gulf is 46 miles. We are running two trains daily except Sunday, now, a passenger and a freight. We make connections at Lake Charles with the Southern Pacific, and at Alexandria with the Texas Pacific, Houston Central and Arkansas & Northern. The country is all new, mostly pine timber, with the exception of 26 miles out of Lake Charles, which is prairie, and most of it laid out in rice fields. Lake Charles is a town of about 5 000 inhabitants, and is bounded on the west by a lake of two miles wide and four miles long, which is surrounded by five large saw-mills. On the east side of the town the Calcasieu Sugar company own one of the largest sugar mills in the state, which is running full blast now, and makes quite a business on our road.

Well, Brothers, I often have to think of you when I read of a cold wave up north, for while the weather is a little wet, yet outside of that it is just immense here. We have some nice roses blooming in our yard at this writing, and the oranges are getting good and yellow now. Then, again, I often think of you on the first and third Sundays, as I cannot go to Division meeting now, and you know that there were very few meetings that I did not attend, and I would always rather rather lose a meal—yes, three meals—than lose a Division meeting. And I wish to say right here that we have some members in our Division who need a jacking up on this subject very bad. They think we have a good set of officers who can do the business all right, and it is no use for them to go to a meeting. But right there is where they are mistaken. They should consider the business of the Division their own individual business, and not depend on some one else to do the work. I have never been an officer in the Order, but I have been an officer in other organizations, and I know how I felt when on my arrival at the Division room I had to wait two or three hours after

the time set, for a quorum, when I knew full well there were a dozen or more members in town. That kind of work makes the best of officers discouraged. Our Order is progressing very rapidly now, and I think every individual member should take pride in putting his shoulder to the wheel and give our officers all the assistance he possibly can.

With best wishes to all members of our Order, and especially those of Division 165, I remain,

Yours in P. F.,

W. J. WILKEN,
Ft. Scott Division, 165.

R. R. T. A.

FT. DODGE, IOWA.

Editor Railway Conductor.

Will you allow me a word about the "white button movement." There is, I have found, a very general feeling among all classes of railroad men that whisky and railroading are two things that should not go together. I have found this sentiment so pronounced in all of the union meetings of all the different orders, it led me to the idea of crystalizing it into some tangible form, so as to make it a power for good. Taking a hint from the white ribbon of the ladies, the white button with the letters R. R. T. A., suggested itself to me—the letters standing for Railroad Temperance Association. The design being for every man in the service who believes in and wants his influence to make for temperance to wear one. Every thinking man in train service feels how inter dependent each one is upon the faithfulness of every other co-worker for his own and his train's safety. Every such man knows full well, also, that every man in train service in order to be equal to the trust imposed upon him when entering upon such service, must be able to be at his best at all times, so as to meet properly every emergency so often coming to train men. It is felt that no man can be sure of this if he allows himself to indulge in the use of intoxicants, either on or off duty. Let every member of the O. R. C. and every conductor in the land be ever so abstemious, he knows that his train is never safe if members of crews on other trains are in the habitual use of drinks. Every thorough-going temperance man feels he has a right to ask of every other train man to be able to be at his best at all times. The enormous number of collisions recorded in the last few months compels every thinking man to ask if the saloon does not have something to do with the fearful loss of life caused by these accidents, hence the feeling and the desire that every available influence shall be toward temperance. Many a temperance man has an

aversion to speaking to a fellow trainman upon the subject. Diffidence is not a characteristic attributed by the general public to train men generally, or to conductors especially, but it is there all the same. Such conductor, by wearing the white button, preaches loudly and effectually to his associates, and especially to the brakemen on his own train. That little white emblem speaks and advises that brakeman—if he looks for promotion—to keep out of the saloon. It says to the trainmaster: I believe in temperance, and don't want you to put a brakeman or engineer on my train that is not a good reliable temperance man. It says to the public: I am always in condition to do my duty faithfully and intelligently. It says to the saloon man: I care more for my wife and home than I do for your vile goods. Every grand army man is proud to wear the army button. Every voter is proud to wear the button of his party. Why, then, should not any temperance man be proud to wear the white button that means so much for ourselves, for our fellows and for our homes?

The movement is sweeping on far beyond the writer's most sanguine hope. Already have 40,000 buttons been made, and another 10,000 will have to be ordered soon. Doubtless in each division of the O. R. C. there are more or less men who are earnest workers for high manhood and temperance in the order. The work of distributing the buttons will devolve mainly upon them. I wish it to be clearly understood that this movement is one taken up by the railroad men themselves, mainly on their own motion. I am to be only an instrument in their hands to furnish the buttons, which I do most cheerfully and freely. I will see that you are furnished upon short notice at all times with enough to meet all requirements from any and every division or single man in train or railroad work. I am amazed at the demand for these little white, silent yet patient pleaders for manhood, safety and home. Certainly our great All Seeing Father, through His infinite love for us all, led to the thought, and to Him the praise belongs.

L. S. COFFIN.

KANSAS CITY, MO., Nov. 18, 1892.

Editor Railway Conductor:

I again come to you on the question of insurance. I wish to carry with me the conductors and other railway employes upon the question of accident insurance. I do not believe very many of us read over and fully understand the wording of the accident policies which are now in existence. We too often accept our policy as written out by the insurance agent, folded and placed in

an envelope, put it in our pocket and never look at it again. I must confess that this was the case with me until very recently. This was brought very forcibly to my notice when the claim of Brother Unkefer was presented to the Standard Company, of Detroit Mich. I was confronted with the fact that although his death was directly the cause of the accident, that he had not died inside of the ninety days limit, and on account of that his family must accept of the weekly indemnity for the time that he was sick, being four months, instead of the \$1,500 for which he had paid the agent of the Standard Company. Brother Unkefer was injured while in the discharge of his duties as conductor upon a freight train, was in the act of getting down on a ladder when the engineer suddenly threw on the air-brake, causing Mr. Unkefer to fall forward with considerable force, which resulted in the bursting of a blood vessel in his left limb, was on his bed for four months, and at the expiration of that time died from blood poisoning, directly tracable to the accident. Had he lived the full term of fifty-two weeks the company does not deny the fact that they would be responsible for the full amount of the indemnity. After serious consideration it seems to me that it is an injustice to those who carry accident insurance policies, whether they be railroad men or in any other vocation. I base my argument on the fact of their having received the full amount of money that they claim from the insured, and that the insured is entitled to the indemnity for one year, and would reasonably expect if accident occurred to him, that those in whose favor the policy is made out should receive the full amount of the policy less what had been paid to him as weekly indemnity if death should result at the expiration of the fifty-two weeks from the effects of such accident. I think that this is a question that is well worthy of a great deal of thought and serious consideration on the part of those who are carrying accident policies.

Is it not about time that we begin to ask the question of the insurance companies: "When are you going to give us a policy that will be plain and easily understood by every one?" It is a matter of great doubt in my mind if any one, even a lawyer, if he were to read over your policy could tell you in what manner you will have to die in order that your heirs could legally claim the money you are insured for. By a careful reading over of Rule 6, in the policy issued by the Equitable Insurance Company of Colorado, which is a fac-simile of all policies, you will discover at once, that if you are on the street and some vagabond were to shoot or throw a rock at you

and you were injured it would not be an accident to you, and you could not recover damages for the injury. Should he, however, shoot or throw at some other person and miss them and strike you, that would be considered an accident, as the intent was not to injure you but another party, and you could recover. Should some one run up and grab you, and you should resent and a wrestling occur and you should be injured, even though you were trying to protect yourself from injury you could not recover damages according to the ruling of your policy. In other words, we must die to order if we want our heirs to receive the money that we are insured for. I would like to have the Brothers, and in fact all of the railroad employés, to give this matter a good deal of attention, and let us know through the columns of THE CONDUCTOR what they think of it, and see if we cannot induce some company to give us a more liberal policy than the ones now in existence. If not, I am in favor of drawing out of them entirely, and would be in favor of the consolidation of all railway employés on the matter of accident insurance on the mutual benefit plan, which I think could be done very successfully with a little earnest work on the part of heads of our several organizations.

Very truly,

W. WELSH, Div. 55.

SEYMOUR, Ind., Oct. 26.

Editor Railway Conductor.

Having delayed our regular communication until the last hour it must necessarily be brief, and as we want to kick a little, it is probably best so. We must all bear in mind that as December approaches, the time for election of officers, delegates, division committees, etc., draws correspondingly near. Although the ranks of Seymour division will be thinned out to some extent when the Brothers organize a new division at Washington, Ind., we will still have enough left to carry on business at the old stand. There are some things we do want and many that we do not want to remain as they are, and although one of the youngest divisions we don't intend to allow our youth to stand in our way when it comes to free expression of thought. If, Brother Daniels, you consider our remarks as detrimental to the Order you can slice them out. In the first place we are opposed to the present method of paying assessments to the Grand Secretary, for the reason that many of our brothers have become delinquent through failure to receive them in time. In each case our Grand Secretary has had the proper address, and as claimed, has mailed them properly, etc., yet the fault lies somewhere, and how shall it be located? It is no use to say to the

Brothers "that you know there will be one assessment each month, anyway, and to guard against being delinquent send \$1 for each certificate held and make yourself safe." As long as assessments are intended to notify members of their indebtedness just that long they will depend on them alone. We are speaking of the majority of them throughout the country, and Division No. 301 is not alone in this complaint. We are not blaming our grand officers for this. They don't make the laws. Those representing each division at the convention are the ones. The past has demonstrated the impracticability of this system being to any extent satisfactory to the members, and we are in favor of making a certain amount due each month, say \$1.25 or \$1.50 if thought necessary, and when in urgent need for more, that the G. S. and T. issue a special assessment to each member, provided that in our next two years we continue to remit individually to the G. S. and T. We would much prefer that secretaries of subordinate divisions collect this money and that each division be held good for their entire membership in paying for deaths as they occur. Another thing we would love to see is more stringent laws regarding attendance. Have you any members who barely attend once in three months? We have them, and they would not come then if they did not get a reminder that their time was about up. They couldn't tell you the names of the officers of their division to save their lives. A division cannot be kept in line by smooth talk and entreaties alone. This becomes irksome, in time, to all interested, and if men must be compelled to do their duty to their fellow man, compel them or give them the "razzle dazzle." "But a rigid discipline would cause some to leave the Order." Let them leave and God be with them. The Order of Railway Conductors has no use for drones, as they have more work "in sight" right now than they, together with all their descendants for a century, can get creditably through with. Just such inactive members as some divisions have is why we have "got it in the neck" sometimes. Brothers, don't think that these lines emanate from the mind of a crank, for these are facts you all know, and our motto is, "hew to the line, let the chips fall where they may." More anon.

Yours in P. F.

C. W. M.

SEYMORE, Ind., Nov. 15, 1892.

Editor Railway Conductor:

Another year with its ever varying incidents to the railroad man is drawing to a close, and as we glance backward we mentally ask, "have we

been of any benefit to our fellow man, our brother, the Order or ourselves?" It has been truthfully said, that no one lives who does not exert an influence for good or bad over some one. Have we all used our influence in the right way? Railroad men as a general thing have many spare moments that could be profitably utilized in at least helping themselves, moments that could be spent in reading periodicals of railroad associations of some kind, and storing the mind with knowledge that will be of benefit in any walk in life, but yet how many of us when asked to subscribe for the organ of our Order will say, "we have no time to read," but yet when matters of importance to us after being thoroughly discussed in our magazines are finally disposed of, we are the worst kickers, and why? Simply because we are ignorant. Some of us would not even know that the late civil war was over if the information was obtainable only through reading it ourselves. Should you care to ascertain where many such men who "don't have time to read" spend their time when in, you will find them sitting in some bar-room spending their time and their money, neither of which is justly theirs, when applied in that manner. Our predecessors, those who long ago were instrumental in banding us together in bonds of fraternal friendship that should never be rended assunder, wisely foresaw the impossibility of making temperance organizations out of the railroad brotherhoods, even had they the inclination, (which we all doubt), but yet it seems, that were the line drawn a little closer, that many who are out of position to-day, might have been held for a time longer at least. It is an Americanized idea with us, that any restriction in that direction is a curtailment of our privileges that calls for the grievance committee at once. We desire to feel free to take our little old "nip" when we feel disposed, providing it don't interfere mit our business, and were we to be the judges it never would interfere. Many a good railroad man takes an occasional drink, and with the exception of the example he sets, and the price he pays for it is none the worse for it, but just such men, men who are socially able to drink moderately, and retain their position and place in society are of more harm, and cause more young men to become drunkards than the bloated toper who is always an object of disgust. When we attempt to imitate the example of the former, 90 per cent of us fall by the wayside. Not one in ten thousand ever started out in life with the resolution of becoming a drunkard, but with the intention of taking a drink when they wanted it, and being able to regulate their appetite, and right here is where they make the mistake of their lives. The pre-

cautions that fraternities who carry a benefit fund have all taken in regard to carrying a member whose sickness or injuries were caused by the use of stimulants is a sufficient warning that all should be on their guard. In the eyes of the law one is under the influence of liquor if but one drink is taken, and it would certainly be sad were a widow and little children deprived of the insurance or benefits of a husband through an improper control of his appetite. Brother L. S. Coffin is supplying to all who will accept of and wear them, a small white button for the lapel of the coat with the initials R. R. T. A.,* meaning Railroad Temperance Association, that will be of incalculable good to many who though strong in other ways lack the proper self control in this direction. Many times the sight of one in the coat will be an incentive to forbear taking a drink just this once, and the more often one forbears, the more he thinks of himself, and the stronger he grows in his will power. Our division, No. 301, is, of course, no exception to the rule in way of receiving circulars asking for aid. We have no doubt but in each and every case the applicants are worthy in every particular, but while we have given cheerfully in some cases, in others we have been compelled to refuse, and solely on account of the outlay it has involved. We consider it a duty that each and every man should be provident, that 'tis a duty he owes his family to provide means while in health to protect both himself and family in times of adversity. Many members of the Order who are now compelled to carry a policy, are opposed to helping those who have the same advantages and who do not avail themselves of the opportunity. Perhaps it is owing to unusual good luck or a divine providence, but this division, although comparatively young and in the past year, at times, burdened with heavy expense, have kept their heads above water and out of debt, besides carrying a widow of a deceased Brother, and for several months an invalid Brother, and we have done it alone. However, we will always give when able. Our last donation was to the home in Chicago, and we have told Brother F. M. Ingalls to call again and we would do our best. The home, as many of our readers know, is located in Chicago, Ill. It is strictly a charitable institution, incorporated under the laws of Illinois, and is intended to be to all disabled railroad men even more than the word home implies. A home where the totally disabled railroad man may feel that he is among warm friends who are interested in his welfare. Brother L. S. Coffin is the President, and that of

itself is a sufficient guarantee that it is strictly legitimate. F. M. Ingalls, M. D., is Secretary and Treasurer. His address is 1084 West Lake street, Chicago, and he will cheerfully give any one applying to him, all desired information concerning it. Should this letter meet the eye of W. E. S. G., of Roodhouse, Ill., will he please drop the undersigned a line. P. O. box 313.

Until the next issue, I am yours as ever in P. F.,
C. W. M.

KANSAS CITY, MO., NOV. 9, 1892.

Editor Railway Conductor.

I again come to you for space to say a few words which I think may be of interest to the Order. Our division, No. 55, is still in a very prosperous condition. We have changed the hour of our meeting from 10 a. m., to 2:30 p. m., which, I think, will be very beneficial to the brothers of No. 55, and visiting brothers who come to our city. We still meet at 1013 Walnut street, and we were very pleased to have a visit a week ago, Oct. 30, from C. H. Wilkins, Assistant Grand Chief Conductor, who spoke to us and gave us a great deal of encouragement, and, I must say, that I was very much pleased to have him take up the question of attendance on lodges. This is a subject which is very close to my heart, for with one who works for the good of the Order, and who at all times tries to be in attendance, it is very discouraging to walk into our division room and find but six or eight members present when we know there are forty or fifty brothers in the city who could, with a little exertion, be in attendance at our lodge. Brothers, do you ever think of the earnest necessity of your being present at our lodge meetings? Would you sit quietly by in any other branch of business and allow strangers to spend your money and transact your business, and feel assured that it would at all times be done to your best interests? I think, with a little candid consideration, your answer would be "No." Then, why do you not take interest enough in the meetings of your division to give your presence at least once a month, if you cannot do so oftener? There is nothing so encouraging to the office holders and the working members of a division as to see the sides of our hall well lined with members of the Order. There are very often questions that arise in our division room which are of vital importance to every member of the Order. I too, often notice when some brother makes a motion which should be seriously considered, a disposition on the part of the brothers to at once vote in favor of the question without ever giving it a thought whether it is a justice or an injustice to

* The R. R. T. A. button can be had by applying to THE CONDUCTOR.

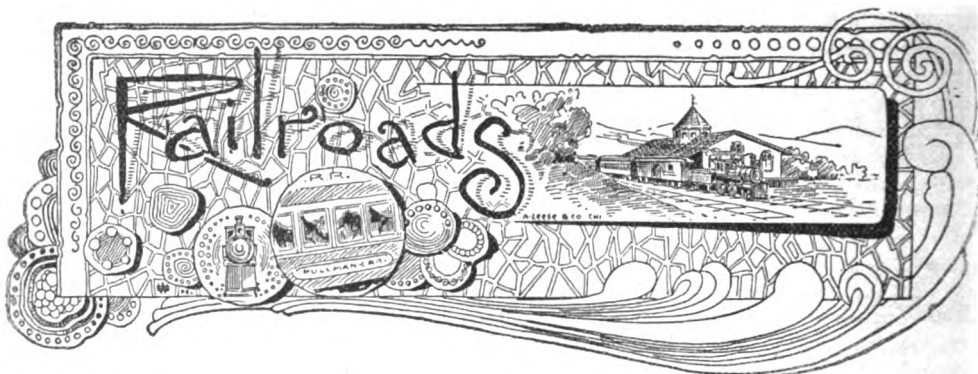
themselves or to the Order; and very often after some such matter has passed favorably before the division and some of the brothers who never attend hear of it, they at once commence to kick and find fault with every one who was there; and in fact, I have heard members who were present when such things occurred, themselves afterwards find fault with the action taken. Now, brothers, is this justice to you, to your division or to the Grand Division of our Order? Let us wake up to the true sense of the duties which we owe to ourselves and to our Order, and be at all times not only ready, but anxious to go to our division meetings and take the same interest in them that we would in any other business that we might have money invested in. There is another question which I would again like to call your attention to. That is, insurance. I very often feel pained to think that with all the lessons we have had in the past, that there are still members of our beloved Order who will go on from day to day and neglect so important a matter. I was called upon a short time ago to take charge of the burial of one of the brothers of our Order. He carried no insurance. Some one said to me that it was not necessary, as the brother had no one depending upon himself. Now if there are any brothers who are of that same opinion, thinking because they have no one directly dependent upon them that it is not necessary for them to protect themselves by insurance, I think by a few words I can drive such erroneous thoughts forever from their minds. My young and single friends, allow me to say to you, that while to-day you and I may be in perfect health and with prospects of a long life before us, that to-morrow, from some unforeseen cause, we, like the brother I spoke of, may be taken suddenly sick and lie upon the bed of affliction for days, perhaps weeks or months, our funds run out, we have no insurance; finally we lie down and die with a consciousness that we have not done justice to ourselves, to our friends, or to the brothers of the Order. We know that we have left, perhaps, doctor bills amounting to several hundred dollars, nurse bills, and then we must be buried. My brothers, with all seriousness, is this not an injustice, not only to yourselves, but to your brothers when they must be called on to bear the expense that a little forethought and consideration on your part would have made you independent of by carrying \$1000 insurance? Do you ever give it a serious thought? Do you not know that one drink of whisky, one cigar a day less, or if you are in the habit of riding a few blocks several times a day on street cars, by walking two or three blocks, would be sufficient money to insure you against all possible chance of being a burden upon your friends or upon the brothers of the Order. Think of it. Ten cents a day will carry \$3000 insurance. Can we afford to let such an investment as this go by? Right here I want to say a few words to the wives and mothers, the sisters and daughters of the conductors. Will you not give us your aid and assistance in this, to you, all important matter? Will

you not urge upon your husbands, sons and brothers, and not only urge, but compel them to be insured? Will you not give it consideration enough to watch and see that they do not lapse by non-payment of assessments? Remember that the forgetfulness of so vital a question as this, for a day, may at some future time, cost you possible means of support for years. Again, brothers, it is beginning to get time for us to think of what questions we wish to have brought before our next Grand Division that meets in Toledo, in May, 1893. Give us your assistance; come to the division. If you see anything that is wrong in the laws of our Order as they now stand, get up and speak of it. Let us discuss the questions so that whoever may be delegates to our next Grand Division will be thoroughly acquainted with the wishes of the brothers of the several divisions of the Order. Twice in the past year our division has been called upon to mourn the loss of a worthy brother. Brother Unkefer, who is a well known member of our Order, having been present in several Grand Divisions, has passed from among us. I wish to say right here that the brother was one of the kind that I have the deepest respect and love for. He remembered his family and his friends to the last moment of his life, and left an insurance in our beloved order of \$3,000. Is this not an example worthy of being copied by our brothers?

Hoping that I have not taken up too much of your space, and that you will give this a place in THE CONDUCTOR, I will close by extending to all brothers of the Order an invitation to visit our division whenever passing through Kansas City. I am
Yours in P. F.,
W. WELCH.

Jenness Miller Illustrated Monthly For November, Gives up the first page of the issue to a handsome and life-like picture of Mrs. Frances Hodgson Burnett. A sketch of the life of this entertaining woman accompanies it. Besides this there are a score of other features of interest to women and the home, stories, poetry and useful hints for young housekeepers. Each new subscriber to Jenness Miller Illustrated Monthly (\$1.00 a year) is presented with Mabel Jenness' "Physical Culture," a handsomely illustrated book.

The secretary of El Capitan Division No. 115 reports that a man claiming to be F. M. Wallace, and a member of New York City Division No. 54, and holding a current division card, victimized a number of people in San Francisco by worthless drafts and one Brother by means of a stolen promissory note. The records of this office show that Division 54 has no member by the name of Wallace, and there is no F. M. Wallace who is a member of any division of the Order. The man is either an imposter or an expelled member traveling under an alias. No division card has been issued for F. M. Wallace, and if this man possessed one the name has been altered. He is described as a man about 28 to 30 years of age, light complexion, blue or grey eyes and weighing about 145 to 150. Later information leads us to believe the man is F. H. Crawford, a suspended member of Div. 54.



Georgia Railroad Company.

GENERAL MANAGER'S OFFICE, }
AUGUSTA, GA., Oct. 1, 1890. }

Mr. S. H. Hemphill, Superintendent Georgia Railroad, Augusta, Ga.:

DEAR SIR:—On and after this date, and until further notice, you will please adopt the following schedule of rates for conductors and train hands in the service of the Georgia Railroad, the Gainesville, Jefferson & Southern and the Union Point & White Plains Railroads:

MAIN LINE, GEORGIA RAILROAD.

First—Passenger Conductors (through trains, Augusta and Atlanta), ninety (90) dollars per month.

Conductors way freight, eighty (80) dollars per month.

Conductors through freight, seventy-five (75) dollars per month.

Conductors trains Nos. 25 and 26, seventy-five (75) dollars per month.

Conductors Covington Accommodation, seventy-five (75) dollars per month.

Conductors Harlem Accommodation, fifty (50) dollars per month.

Conductors work trains, eighty (80) dollars per month.

Train hands, (through passenger trains, Augusta and Atlanta), forty (40) dollars per month.

Train hands way freight, first train hand, forty (40) dollars; second, thirty (30) dollars per month.

Train hands through freight, first train hand, forty (40) dollars; second, thirty (30) dollars per month.

Train hands Covington Accommodation, first train hand, thirty-seven dollars and fifty cents (37.50); second, twenty-five (25) dollars per month.

Train hands Harlem Accommodation, twenty-five dollars per month.

Train hands work trains, thirty-five (35) dollars per month.

Watchmen and telegraph operators, work trains, forty (40) dollars per month.

Conductors and train hands on Macon, Wash-

ington and Athens Branch lines, and on the Gainesville, Jefferson & Southern, and the Union Point & White Plains Railroads, will be paid the same as at present.

Second—Pay for overtime, as follows, will be allowed to conductors and train hands on main and branch lines, including the Gainesville, Jefferson & Southern, and the Union Point & White Plains Railroads:

Conductors of Passenger trains, freight trains, and mixed trains, will be paid for overtime at the rate of twenty (20) cents per hour. Overtime will be paid for all time over twelve (12) hours consecutive duty, *except* on schedules where the time on duty is in excess of twelve (12) hours. On those trains, viz., where the schedule time is more than twelve hours, overtime will be *competed* from the arriving time of train at destination. No overtime will be allowed for the first two (2) hours delay, but if the delay exceeds two (2) hours, then the first two hours will be included.

Third—Train hands of passenger trains, freight trains and mixed trains, will be paid for overtime at the rate of ten (10) cents per hour. Overtime for train hands to be determined as conductors' overtime.

Fourth—Conductors and train hands of work trains will be paid (20) and ten (10) cents per hour respectively, for overtime made at wrecks, or by special orders of superior officers.

Fifth—Except in cases of emergency, the present practice will be observed of not requiring conductors and train hands to run over two nights in succession on main line trains. Reasonable rest will be allowed at Atlanta. The circumstances are such that we cannot be governed by any arbitrary rules.

Sixth—Conductors and train hands of passenger trains, will, as heretofore, furnish their own uniforms.

Seventh—Conductors or train hands who get into trouble, shall have a speedy, fair and impartial trial, and will be allowed to be present in person to hear the evidence. If a conductor or train hand is reinstated after being suspended for investigation, he shall receive full pay for time lost.

Eighth—Conductors and train hands traveling over the road on company's business shall receive full pay, and while attending court will be allowed one (1) dollar per day for personal expenses.

Very respectfully,

J. W. GREEN.
General Manager.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE COLUMBIAN STRIKE.

"Keep watch and ward, keep watch and ward lest thou shalt prove their tool.
For often a man's own angry pride is cap and bells for a fool."

It is truly unfortunate that organizations must contend with foes within as well as without, and among the foes within are many who really mean to be and think they are friends. Truly organizations may pray to be delivered from some of their friends, and when the dead poet laureate wrote the words we quote above, he wrote a truth that must be recognized by all fair and reasonable men who have to do with labor organization.

A disappointed switchman in Buffalo, whether from a desire to magnify himself or from an honest belief in the truth of what he said, has inflicted a great injury upon all organizations of railway employes, and if newspaper reports are to be credited, a committee representing the members of an organization that claims to be one of the most conservative in existence, has added materially to that injury.

There has been for the past six weeks, much talk in the newspapers of the strike for which railway organizations are preparing during the Columbian exposition, and the great metropolitan dailies have stated with becoming gravity and an assumption of knowledge from the "inside," that all of the organizations were keeping very quiet just now; that all are holding their members in check, and bending all their energies to prepare for a monster strike during the exposition, before which all the strikes in the history of the world combined would pale into insignificance.

This sort of newspaper talk of itself, would do little harm, and might as well occupy the time of penny-a-liners as anything else, were it not for the fact that mistaken or pretended friends give color to it, and incline the public and railway officers to credit the reports. So far as we are able to learn, the whole thing originated with a Buffalo switchman, who is denounced by *The Switchman's Journal*, and who told a Buffalo reporter that the switchmen would "get even" during the world's fair, and that the reason the other organizations would not join in the Buffalo strike was because they wished to wait for the coming opportunity. This was heralded to the world through the press associations, and imaginative reporters in the metropolitan railway cen-

ters immediately proceeded to procure corroborative evidence, and the gentlemen are now prepared to prove, to their own satisfaction, the existence of a gigantic conspiracy on the part of railway organizations to stop railway traffic during the exposition, unless exorbitant demands are acceded to by the companies. All this would have been comparatively harmless, but we now find committees representing the members of the B. of L. E., and the B. of L. F., employed on the "Lake Shore," making a proposition to agree not to strike under any circumstances during the world's fair, if the company will accede to their request for an increase of pay now. This astonishing intelligence comes to us in two Cleveland papers, and it is distinctly stated that the proposition came from the committees representing the men. The officers of the company accepted it, and such a contract was entered into. That there are members of all the organizations who would favor such a strike during the fair, it would, of course be folly to attempt to deny, as we have evidence at hand almost every day, that some men are ready to engage in foolish and needless strikes at any time, but that there are any very great number who would countenance any such an insane scheme is too preposterous for belief, as every sober-minded employé very well knows, but with the record of causeless strikes to be charged up against us, it is perhaps not surprising that railway officers should feel uneasy, when responsible committees virtually say to them that preparation is being made for just such a strike, but "we are ready to be hired to keep out." We can hardly credit the published reports, and if they are not true, those interested owe it to themselves to immediately and emphatically put the label of falsehood on the report; if true, it seems to us that there can be but one course open to the organizations of which they are members. We sincerely trust the report is unfounded, and that no such blow has been delivered to railway organization in the house of its friends. The public and the railway companies may rest assured, that there is to be no general strike during the exposition, nor at any other time, so far as any member of any railway organization knows anything of the future. We firmly believe that no preparations are being made by any organization for anything of the kind, and we speak with authority, so far as the Order of Railway Conductors is concerned, and it certainly will make

no attempt to take any advantage of the necessities of the railway companies at that time, but on the contrary will as it has in the past, endeavor to be just and fair to the public and the railways as well as to its own members and other employes. We might perhaps be assuming too much to say that there would be no strike during the next eighteen months unless the employes are driven into it by unusual conditions, for members of organizations will strike some times in violation of law, advice and everything else, but we do not assume too much when we say there will be no strike authorized by any of the railway organizations during that time without good and sufficient cause, for we are firm in the belief that even the O. of R. T., which, with the usual zeal of a new convert, (and which we are proud to say was not exhibited by the O. of R. C.,) seems to be making an effort to out Herod Herod in this direction, will appreciate the utter folly of any attempt to discommode the public at such a time, and the fact that it would mean the utter and complete annihilation of all of our organizations, and we believe they will oppose any such suicidal action.

THE ROCK ISLAND STRIKE.

Later information in regard to the strike of the telegraphers seems to indicate that of all the recent blunders of that organization and its members, this is the most egregious. Grand Chief Ramsey stated as a reason for the strike, that the Rock Island refused to recognize the O. of R. T., or any other organization. Bro. Ramsey was certainly very wide of the mark and must have been grossly deceived by the committee which reported to him, and certainly could not have seen a copy of the verbatim report of the interview between the committee and the Rock Island officers. THE CONDUCTOR is able to state, not alone from the copy of this interview, which is in its possession, but on the very best authority in addition, that the officers of the Rock Island did not refuse to recognize the O. of R. T., nor any other organization, nor do they *now* refuse to recognize them. The position of the company is almost exactly that of the Order of Railway Conductors. They wish first, to be assured that the committee actually represent a majority of the employes for whom they seek to act, and they wish to make a settlement with the committee without the intervention of any other if possible. This is the position of the Order, and its laws require that a committee must consist of employes of the road they represent, and must first endeavor to make a settlement of any matter before a grand officer will have anything to do with it. If any committee and the company fail to agree, the Rock Island officers will meet and endeavor to settle any difference with the authorized representative of the organization of which the committee are members. The question of a recognition of the organization did not come up at all in the O. of R. T. matter. Out of 575 telegraph operators, the company had the assurance from over 300 that the committee did not represent them, and for this reason Mr. St. John declined to discuss the matter of a schedule with them until they represented a majority. As to the method by which the signatures were obtained, we are of course ignorant; it is claimed by the officers that many

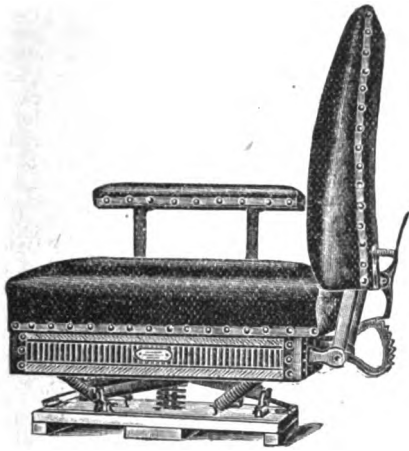
came spontaneously and that others were procured by the solicitation of other operators and agents; the committee hint that they were procured by intimidation and threats of dismissal, but even if this be true, it does not alter the fact that the committee were in an untenable position, and if the company had succeeded in disorganizing their members on the road, the only way for them to do is to make the best of it and wait until they could reorganize and get a backing from their membership that could not be intimidated. Instead of making the best of it as other organizations have done, they made a bad matter worse by ordering a strike where but a small per cent of their own members obeyed the call. On one division, out of seventy operators, but fifteen went out, and while this may be an exceptional division, it is a fact that much less than a majority on the system obeyed the call. It does not pay a labor organization to seriously wound itself in order to inflict a little injury upon a railway company, and the O. of R. T. are simply endeavoring to punish the Rock Island road for what its own weak members have done, and in attempting to do this, it injures not only itself but other organizations as well. Certainly the experience of the past few months demonstrates the absolute necessity of some restraining power that shall prevent strikes of this character by the O. of R. T., and the adoption of the conservative policy of the older organizations. We regret the necessity that appears to us to call for caustic language in regard to those with whom we would much prefer to agree and whom we would be glad to commend, but we believe the truth of what we say will be appreciated sooner or later by those we are forced to criticise.

H. E. Wills, a widely known member of the B. of L. E., an old time employe of the B., C. R. & N. and C. & N. W. railways, is presented by his friends and the railway employes of the northern district of Iowa as a candidate for U. S. Marshal. Circumstances compelled the writer to oppose Brother Wills when he was a candidate for railway commissioner a few years ago, but we are very glad to state that those circumstances have so changed that THE CONDUCTOR can heartily and sincerely give him its support, and we sincerely hope that the employes of the district will unite, to a man, in his favor, not only because we believe that some recognition is due the railway employes, but because it will also aid in furthering the era of good-will and fraternal fellowship between the organizations. From a personal acquaintance and warm friendship with Wills for a period of twenty years, a friendship, too, that was not interrupted by the "differences" of a few years ago, we can conscientiously say that he is thoroughly fitted for the duties of the position.

* *

Of the many publications for the young folks, none surpass and but few equal *The Youth's Companion*, which weekly gladdens the hearts of hundreds of thousands of children, and it is not an exaggeration to say "hundreds of thousands," for its circulation is above the hundred thousand mark. Note the advertisement in this number and send for sample copy.

STANNARD'S CAB SEAT.



We illustrate herewith, a cab seat that only needs to be seen to be appreciated by those who ride the iron horse, and those who give it a trial once will stand up rather than use any other. This seat is the invention of E. M. Stannard, and is manufactured by Stannard & White at Appleton, Wis. It is made as shown in the cut, with an arm and an adjustable back, or without the arm and with a stationary back. These seats are not only a fine thing for the boys in front, but they make an excellent window seat for the "caboose" or "way-car," and the brakeman or conductor who "stands on his knees" to watch the train, will find that one of these seats placed on top of the ordinary way-car seat will be just the thing, and afford a vast amount of comfort. To our lady readers we would suggest that one of these seats will make as fine a Christmas or New Year's present as almost anything you can think of. A request to the firm will bring you a descriptive catalogue with prices.

J. Puffenberger, F. A. E. of Division No. 104, of the B. of L. E., is a candidate for appointment as U. S. Supervisor of boiler inspection, and has the unanimous endorsement of his division, as well as many of the employés of New York state. He is a resident of Middletown, N. Y., and should receive the support of members of the Order in that state, for his straightforward course in supporting Brother Weisz for railway commissioner, and in favor of his efforts to influence the members of the B. of L. E. to faithfully carry out their agreement in regard to the matter. We trust Brother Puffenberger may be successful, and THE CONDUCTOR is glad to give him its endorsement. So far as we know, he is the only railway employé who seeks the place.

* *

Among our new advertisers, there are none who make more advantageous offers than the Home-Maker Publishing Co. They will sell you an excellent monthly magazine, that is worth every cent of the price, for two dollars, and give you a full set of Dickens, or your choice of several other works. Read their offer on another page.

THE BEAUTIES OF SENIORITY ILLUSTRATED.

The *Locomotive Engineering* says: "A fireman on the Southern Pacific, writing from California, says that the practice is rigidly followed there of promoting firemen by seniority and that there is no inclination among the men to learn anything about the locomotive or its attachments to make themselves efficient when called upon to take charge of an engine. He cites several anecdote, illustrating the ridiculous ignorance about the business of men who were put in charge of locomotives. If the letter is true the most ignorant man has as good a prospect for advancement on the Southern Pacific as the man who labors to acquire information about the business. The supreme power for promotion is the determination to wait. This is not the only road where staying qualities are the most valuable.

In a somewhat lengthy article in the *Switchmen's Journal* for December, Brother Sweeney says in reference to our "Who Are The Traitors?" in the October CONDUCTOR, that "the implied charge of THE CONDUCTOR" was "that the switchmen were the real traitors." We do not think there is ground for any such inference, and we certainly disclaim any intention of making any such charge against the switchmen, their association or their grand officers. When we criticise the switchmen we shall do so in language that will not be misunderstood and we readily acquiesce in Brother Sweeney's claim that the switchmen are ever ready to strike, whether it be for themselves or in aid of some one else; if it is Brother Sweeney's opinion that it is "treachery" for the officers of any organization to decline to violate their own laws in an endeavor to prop a cause already lost in obedience to a "higher law" which would require them to commit suicide because some one else had done so, he is welcome to it, but we do not care to discuss the question. We do, however, wish to say that in the face of other, and we believe reliable information, we must decline to accept his statement that the rank and file of other organizations were anxious to engage in the Buffalo strike.

John Chesnut, of Martinsburg, W. Va., announces to a waiting public that he has the best, simplest and cheapest automatic coupler in existence. His description, without cuts, does not give a very clear idea of what the coupler is and the waiting public will be inclined to take his surname in vain rather than accept his statement that the "Chesnut" is the best.

THE CONDUCTOR enjoyed a pleasant call from Brother G. W. Greenwood, an old fellow-employé on the B., C. R. & N. railway, now with the A. & P. Brother Greenwood was a delegate to the late B. of L. F. convention, representing the lodge at Winslow, Ariz., and is a member of the special committee on federation appointed by the convention.

Brother A. G. Bentley, of Division No. 35, fell from his train and was killed, making the third member of that division who met death by accident within a few days. Brother Bentley was a member of the benefit department.



Howard Pyle contributes to the Christmas *St. Nicholas* a story of Revolutionary days. It illustrates with pen and pencil how "Beniah Stidham" succeeded in shooting an unfortunate Hessian, and then returned to civilian life. The frontispiece and text-pictures are marvels of suggestive illustration.

The Century for December falls into the current of the Christmas feeling with a number of features. First of all, it has a beautiful and appropriate special cover. In addition to this there are five full-page engravings of pictures by American artists on religious themes, besides a frontispiece of a beautiful "Madona and Child" by Dagnan-Bouveret, one of the choicest of the French artists and a leader in the tendency to revive the Christian sentiment in art. The American artists thus contributing are Simmons, Du Mond, Thayer, Miss Macomber, and Blashfield, the representative of the last being his Salon picture of 1892, "Ringing the Christmas Bells." There are several poems and stories reflecting the Christmas feeling, and more or less relating to the holiday.

Outing for December opens with "A Rogue Elephant; or a chapter of Wild sport in Ceylon," by F. Fitz Roy Dixon, in which the author gives a lively description of the murderous freaks of a thoroughly dangerous "rogue," winding up with the shooting of the brute. The article is finely illustrated.

In view of the fact that Sir Edwin Arnold will very likely be the next poet-laureate, one turns with interest to his most entertaining article in the December *Cosmopolitan* on a "Japanese Watering Place." The same number contains seven portraits of Tennyson and interesting news of late home and surroundings. Thos. Gorman has penetrated the mysteries of the silent trappists' monastery with a profane kodak; Murat Halssead discusses "Varieties of American Journalism;" Hermann throws "Sight on the Black Art" and Theodore Roosevelt and Maurice Thompson each contribute interesting articles.

The Christmas number of *Scribner's Magazine* is made notable by the great richness, and variety of its illustrations, including a novelty in magazine pictures—a colored frontispiece—reproducing in fac-simile the rich effect of a water-color painting, made for this magazine by L. Marchetti. The literary quality of the number is indicated by the distinguished list of contributors, including such names as Thomas Bailey Aldrich, Archibald Forbes, Geo. W. Cable, Frank

D. Millet, H. H. Boyesen, Octave Thanet, Geo. A. Hibbard, Will H. Low, and Kenyon Cox.

The December *Wide Awake* is a true Christmas number. It has the full Christmas flavor, from the brilliantly colored frontispiece that opens it to the fantastic flower piece that ends it. On the opening reading page a smoking plum-pudding, holly decorated, sends its grateful steam in a mass of tint over the whole page, and serves as the initial to Margaret Sidney's quaint ode "To the One, Whoever He Be," who discovered the toothsome plum-pudding.

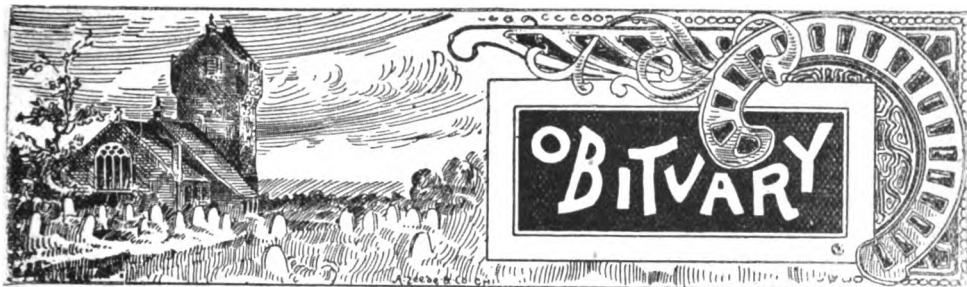
The Home-Maker magazine is the only high-class magazine published in America at \$2.00 per year; 20 cents a number. Good for the whole family. It satisfies the active intelligence of women. It is, "Gail Hamilton" says, "the best union of the practicable with the intellectual of all magazines." *The Home-Maker* is the ordinary magazine size, and contains each month nearly 100 pages. Its departments are: Literary, Home, Art, Household, Fashions, Topics of the Time, Correspondence and Queries, etc.

Address the Home-Maker Company, No. 36 Union Square, New York.

The S. Louis Chronicle has a department devoted to woman's interests under the class head, "The Better Half." The editor has devised a novel method of finding out what pleases the women. He has offered as a prize a trip to St. Louis and a three days round of sight seeing during Christmas week to the young lady living outside of St. Louis, who sends him the best suggestion for the improvement of this "Better Half" department. The competitors must send in their ideas before December 1st and the result will be announced on December 17th.

The winner will be chaperoned by a cultured lady during her stay in St. Louis, and the programme of her entertainment will be made up to suit her tastes. It will include all the sights of a great city,—the theatres before and behind the scenes, public and private balls, etc. All of her expenses will be borne by *The Chronicle*.

The December number of *Jenness Miller Illustrated Monthly* contains many special features, some pertaining to Christmastide. Mrs. Jenness Miller has three pages of matter about dress, books, and chat particularly interesting to women and young girls. There are numerous timely articles of interest to the housewife. Miss Mabel Jenness' sterling book on Physical Culture is still given as a premium to subscribers. Price, \$1.00, with premium.



"Sleep that no pain shall wake,
Night that no moon shall break,
'Till joy shall overtake
Their perfect calm."

Bentley.

Died—On the evening of November 25th, while in the discharge of his duty, Brother A. G. Bentley, of North Platte Division No. 35. Bro. Bentley, who was employed as a conductor by the Union Pacific, had orders to meet another train at Sheldon. On arrival there, an order signal was displayed, and the engineer, on inquiry, was told that the signal was for another train. Evidently forgetting the meeting order, he regained his engine and started to pull out. The conductor, who was on his way to the office, gave repeated signals to stop but they were unnoticed, and the speed of the train increased. Finding the signals of no avail, Bro. Bentley went between the cars to apply the air brake, and before the train stopped, was a mangled corpse, undoubtedly having slipped on the icy track and fell under the wheels. His life was sacrificed to save a probable collision. Resolutions in memory of Bro. Bentley were adopted by the division.

Dolan.

By the untimely death of Brother John Dolan, Belle Plain Division No. 228, loses a steadfast and energetic member whose devotion to the Order was unsurpassed by any. The division adopted resolutions of respect to his memory and extended thanks to Delta Division No. 86 for their kind assistance.

Folsom.

Died, December 1st, after severe suffering for some days from typhoid pneumonia, Brother James Folsom, of Boone Division No. 34. Brother Folsom was an old and reliable employe of the C. & N. W. railway, formerly a passenger conductor, but for the past few months out of the service. With a kindly heart extending charity and brotherly love to others, his death will leave a vacancy in the division, and his loss will be felt by many friends.

Holton.

Died, at Eagle Grove, October 27th, Hannah Holton, wife of Brother Frank Holton, of Eagle Grove Division No. 164. The cause of the death of Mrs. Holton was consumption, from which she had suffered for the past year.

She leaves besides her husband, a daughter three years of age. The division adopted resolutions of regret and expressing sympathy for the bereaved husband and orphan child. They wish, also, to extend sincere thanks to Superintendent Hughes for kindly placing a special train at their disposal on the occasion of the funeral.

Keeler.

By one of those awful dispensations of Providence which are beyond the understanding of the human mind, Brother J. W. Keeler, of North Platte Division No. 35, lost his life. Bro. Keeler's train was on a side-track waiting for a fast express, but by some unaccountable oversight, a switch was left open and the express crashed into the freight on the side-track, and in an instant three lives were extinguished, Bro. Keeler being one of the victims, and two others injured so severely that death came soon as a welcome release from suffering.

Leonard.

Brother John Leonard, of St. Paul Division No. 40, met his death in the discharge of his duty on the western division of the Northern Pacific. Bro. Leonard was a charter member of the division, and one of its staunchest and most reliable members, a personal friend of the writer, and THE CONDUCTOR joins with the division in its expression of sorrow for his untimely death and sympathy with the loved ones left behind.

Sutherland.

On the ill-fated train conducted by Bro. Keeler, waiting at Alda, Neb., into which crashed the fast express on account of a misplaced switch, Bro. W. G. Sutherland, of North Platte Division No. 35, was employed as a brakemen. He was caught in the wreck and several hours elapsed before he could be extricated, and was so badly scalded that death came to his relief a short time after being released. While enduring the agony of being slowly scalded to death, Bro. Sutherland calmly conversed with those around him, arranged his worldly affairs and gave loving messages for those he was never to greet again on this side of eternity, and "amid the ruins of a wrecked train and the shriek of escaping steam," composed himself for the final journey. "Let us hope that for him it was but the opening of the door to life eternal, and happiness ineffable, beyond the dark river."

MENTIONS

Bros. E. D. Batchelder, H. E. Epstine and P. F. Rhodes have our thanks for back numbers of **THE CONDUCTOR**.

We present a number of new advertisements this month and we bespeak your attention for them.

The secretary of Denver Division No. 44 wishes to learn the addresses of George C. Davis, E. J. Burns and E. A. Sayre

The secretary of Lone Star Division desires Brother Dan A. Young, of that division, to correspond with him immediately.

A. J. Hogan, Box 532, Missoula, Mont., desires to know the address of L. L. Hiller, formerly a dispatcher on the Montana Central.

Say, Dan, where's the "red paint" and the "bon fire?" Among the recent announcements, we note the resignation of the U. P. auditor of passenger accounts.

November 23d the divisions of the Order, the B. L. F. and the B. of R. T., at Creston, gave a union ball that proved a grand success. Thanks for the kindly remembrance of **THE CONDUCTOR**.

Brother J. W. Metcalf, past chief conductor of Wasatch Division No. 124, was re-elected marshal of Ogden at the recent election, a place that he has successfully filled for the past two or three years.

Brother M. C. Whitcomb, the energetic chief of Division No. 301, represents the Railway Employees Industrial Banking Union, at Seymour, Ind., and the company are to be congratulated on securing the services of such an agent.

The R'y Y. M. C. A. at 361 Madison avenue, New York, gave an elegant Thanksgiving dinner to its members and favored **THE CONDUCTOR** with an invitation. In order to accommodate as many as possible, the table was spread from 11:30 a. m. to 10:00 p. m.

Division 26 at Atcheson, Kansas, 58 at Kansas City, Mo., and 137 at Osawatimie, Kansas, adopted resolutions expressing their sense of the loss the employees of the Missouri Pacific have sustained in the death of Jay Gould, but copies were received too late for this number.

Among those divisions that do not propose to be found at the rear end of the procession, is Minneapolis, No. 117, which at a recent meeting conferred the first degree on six candidates and the second on eight.

Unless the *National Federationist* and the recently revived *Railway Service Gazette and Railroader* are received soon we shall be forced to the conclusion that they have succumbed to the adversities of an unkind world.

Thanksgiving night the members of Division No. 246, at Wymore, Neb., with their friends, enjoyed themselves and made time pass happily for their guests at their third annual ball. As usual they remembered ye editor.

One of the neatest specimens of the art preservative that has recently reached us comes from Chapman Division No. 45 of the Order and Gals Rule Division No. 21 of the Auxiliary at Ontario, N. Y., and announces their sixth annual ball, which occurred October 27. It was a complete success in every way.

THE CONDUCTOR was kindly remembered by the members of St. Louis Division No. 11, of the Ladies Auxiliary, and received a cordial invitation to be present on the occasion of their first annual ball, December 14. The favor was highly appreciated and we regret our inability to accept.

The Railway News-Reporter announces a mammoth holiday edition of that enterprising paper. Brother Honin has demonstrated that he knows how to make a success of a special edition and we expect the coming holiday number will eclipse all former efforts.

December 13th was set aside by the A. F. L. as Homestead day and all members were requested to contribute some portion of that day's earnings for the relief of the Homestead strikers. The cause is a worthy one and we hope a material amount was received. There is said to be much suffering and deprivation among the strikers.

The writer has a very warm spot in his heart for Pike's Peak Division No. 244, in remembrance of the kindly welcome given him on the occasion of their organization, and is indebted to members of the division for numerous courtesies since; hence, the fact that he could not enjoy with them their second annual ball, which was given December 8th, was a cause for unusual regret.

The "Aztecs" will endeavor to enjoy themselves December 22, and will also make it pleasant for any of their friends who attend their first annual ball at Williams, Ariz. From a pretty general acquaintance with the members of Division No. 85, we can assure all an enjoyable evening.

**

IRISH SETTER PUPPIES.—Charles K. Farner, late agent C. W. & M. R'y and U. S. express, at Hartman, Mich., has sold his stock to railroad and expressmen all over the United States. The hunting quality of his dogs have given universal satisfaction. Mention THE CONDUCTOR if you want to buy one cheap.

**

The railroad telegraphers keep bobbing up to the surface like a cork soused under water. The telegraphers are slowly getting back where they were before the general and disastrous strike of their order a few years ago. If they will not try to reach that point by one great leap they can safely count on the public helping them.—*St. Louis Chronicle*.

**

Have you renewed your subscription yet? If not, please do so immediately and send a couple or more new subscriptions with your own. There are thousands of conductors and additional thousands of other employes who only need to be asked to subscribe and there is nothing that will advance the interests and growth of the Order faster than to induce conductors who are not members to read THE RAILWAY CONDUCTOR.

**

The acquittal of Critchlow, the Homestead striker who was tried for murder, is a notable triumph for Messrs. Argo and Irwin, and while the failure of a wealthy corporation to convict him ought not to be a matter of congratulation, it nevertheless is. The prospect is, though, that the long list of prosecutions will be continued in the hope, probably, of tiring out the workmen, who have no millions to defend themselves with.

**

We are glad to note the prosperity of members of the Order and among those who seem prosperous is our old friend Cal Millard, who has made money enough in one restaurant to enable him to purchase another, and he is now proprietor of "Tom's Chop House" at 113 South Halstead street, Chicago. Members of the Order and railway men generally who call on Cal, will meet with a hearty welcome.

**

At Detroit Light Infantry Armory, Nov. 17, occurred a grand union ball given by the four organizations of trainmen. We have no detailed account; but when any one of the organizations are fully competent to make a success of a matter of this kind, there isn't much question as to what the four combined can do. THE CONDUCTOR is under obligations for a "complimentary" and we regret that we were unable to avail ourselves of it.

North Star Division No. 47, of Winnipeg, Manitoba, bade us come and lunch and dance with them, December 7, and a vivid recollection of the hospitality and generosity of the Winnipeggers to the trio of "foreigners" who sojourned with them a short time last fall, made the temptation to obey the order almost irresistible.

**

The Railway News-Reporter thinks it folly to criticise past strikes and suggests that attention be turned to the means of preventing them in the future. It is by experience that organizations as well as individuals must learn, and it seems to us that there is opportunity for all to learn wisdom by the errors of one, if those errors be faithfully pointed out. We trust, however, that Brother Honin will practice what he preaches to us and that we shall see no more criticisms of the actions of organizations or their officers in the columns of *The News-Reporter*.

**

THE CONDUCTOR is requested to make inquiry for Brother F. H. Miller, a member of Division No. 102 and formerly a conductor on the G. R. & I. R'y. Brother Miller resigned his position about three months ago and left home on a business trip. October 27th he suddenly disappeared and since then no trace of him can be found and fears are entertained for his safety. He is about 5 feet 9 inches in height, dark complexion, thin dark mustache quite long, is about 35 years of age, is a Royal Arch Mason, and has lost the first finger of his left hand. Any information in regard to him will relieve the anxiety of his distracted family if sent to the Secretary of Division No. 102.

**

Laboring men are uniting all over the country along industrial lines; they are also to some extent organized along financial lines, and we take pleasure in calling attention to the Railway Building & Loan Association, of Minneapolis, Minn., which was organized by a number of well-known railroad men, primarily for railroad men, and to furnish them an opportunity to invest a portion of their earnings where it would be safe and profitable to them, and also to furnish a means for the building and owning of homes by those who desire to become their own landlords and cease paying rent. This company has a good reputation for fair, honest dealing, and we recommend it to the Order.

**

The members of the railway organizations in New Jersey have organized a state legislative board and will present to the next legislature bills prohibiting corporations from interfering with the right of their employes to become members of organizations and from employing inexperienced and incompetent telegraph operators. While we do not think the enactment of such laws will result in any particular relief, because the corporations will evade or disregard them as they have done in other states and as they are doing with other laws in New Jersey, the work of the board will be of great benefit in educating legislators, the public and the employes themselves to what is needed and what must be procured to be of any substantial benefit.

"Coming events which cast their shadows before" are the balls to be given by Divisions Nos. 103 at Indianapolis, December 29; 115 at Oakland, Cal., December 30; 222 at Chillicothe, Ills., December 20; 235 at Freeport, Ills., January 2, and 302 at Lafayette, Ind., December 30. The good brothers all remembered the proverbial impecuniosity of THE CONDUCTOR scribe and sent complimentary, and their thoughtful courtesy is sincerely appreciated, although we shall be unable to accept any one of the invitations.

**

W. Baker & Co's Breakfast Cocoa is a very comforting drink as the weather grows colder. One of its special merits, giving it a great advantage over tea and coffee, is its heat-giving quality; it fortifies delicate constitutions against the cold, supplying an easily appropriated fuel for those internal fires upon the adequate support of which health and happiness depend. W. Baker & Co's Breakfast Cocoa may therefore be especially commended as a morning drink, and many people who are liable to sleeplessness have found that a cup of it taken hot on going to bed brings a sound and refreshing sleep. It is absolutely pure, and it is soluble. Unlike the Dutch process, no alkalies or other chemicals are used in its manufacture.

**

The publishers of the *Homestead*, the weekly twenty-four page agricultural paper, of Des Moines, Ia., edited by a practical farmer, inform us that they will send their paper from now until the first of January, *free of charge*, to every farmer in this county not already a subscriber, who will send his name and address, plainly written on a postal card to the *Homestead Co.*, Des Moines, Ia. The copies will be absolutely free, and will be sent to any farmer to enable him to judge for himself of the merits of the *Homestead* as a paper devoted to his special interests. On the first of January the paper will be discontinued unless subscribed for in due form.

**

The January *St. Nicholas* will contain the opening paper in a series that magazine is to print on leading American cities, illustrated. In this article Col. T. W. Higginson describes Boston in a way to interest boys and girls in the literary history of that city. For future numbers of *St. Nicholas*, Dr. Lyman Abbott will write of Brooklyn, Edmund Clarence Steadman will describe New York, and other famous residents of the different cities will describe them.

"The Potted Princess" is the title of Rudyard Kipling's East Indian fairy story which will appear in the January *St. Nicholas* with Birch's illustrations.

**

The recent terrible collision at Alda, on the Union Pacific, caused by an open switch, resulted in the death of two engineers, two firemen, a conductor and a brakeman, both of the latter members of the Order, and both members of the benefit department. The coronor's jury decided that the dead conductor was solely responsible for the collision. A brakeman opened the switch and

left it to make a coupling and supposed that the conductor would close it. That the conductor was partially responsible for not seeing that the switch was closed is true, as it was his duty to see that the brakemen performed their duties, yet circumstances often compel a conductor to trust to the brakemen in such matters. Whether this was the case at Alda or not we do not know, yet our ideas of railroading are that *nothing* could relieve Brakeman Welsh, who opened the switch, from the responsibility of closing it himself or personally seeing that it was closed. Brothers Keeler and Sutherland were members of Division No. 35, at North Platte. A light on the switch would undoubtedly have saved the collision and the lives of the employes.

**

Business is alive to a great coming event, and preparations of all sorts for the Columbian Exposition in 1893 are active and earnest. Just what is wanted of a unique kind has happily already made its appearance, and we have before us "The Official Portfolio of the World's Columbian Exposition," illustrated from Water Color Drawings.

The Portfolio is a rare and beautiful exponent of the main architectural features of the great exposition at Chicago in 1893. The fourteen magnificent structures are faithfully exhibited, while the Birds-eye View gives a realistic glance at the lay of the grounds, with their principal buildings, lagoons, etc. The illustrations are exact reproductions, in water color effects, of the original drawings, made especially for this purpose from the official plans, by America's best known water color artist, Charles Graham.

A copy of this exceptionally fine production will be sent to any address upon receipt of 10 cents in postage stamps, by the Charles A. Vogeler Co., Baltimore, Md.

**

As we write, the telegraphers who are members of the O. R. T., on the Rock Island system are out on a strike. If the strike is because the company required members to withdraw from the organization, as is claimed, it is a just one and should, and probably will, receive the support of the other organizations. If, on the other hand, as is claimed by the officers of the company, it is because the company refused to treat with them because the committee did not represent a majority of the telegraphers employed on the system, it is a very foolish and unadvised one, does not deserve and will not receive the support of other employes and will prove a failure and be another blow to railway organization. The telegraphers on the B., C. R. & N. were also ordered out, but so far as can be learned not a single one obeyed. Laws which permit an officer of any organization to order the members to strike without the members themselves having an opportunity to decide, are radically wrong and any officer of any organization who orders a strike without its first being approved by at least a majority of the members directly concerned, acts hastily and unwisely, and it is not surprising that the men employed on the B., C. R. & N. failed to obey the order, under the circumstances. We hope to have further information before going to press.

When Writing to Advertisers Mention
THE RAILWAY CONDUCTOR.

For Scalded Hands

For Bruised Fingers

For Chapped Hands

For Sore Hands

For Open Sores and Cuts

There is no such soothing and healing
remedy as a simple wash with

Glenn's Sulphur Soap.

It is suited for all the wants of Railroad
men—as well as his wife or children—for
the immediate relief of all Skin Troubles.
It removes grease and dirt, yet heals at
the same time. Your Druggist keeps it.

Sore Throat

Lameness

Sore Eyes

Soreness

Cataracts

Bruises

Burns

Cuts

Piles

Female

Complaints

Rheumatism

AND ALL

Inflammation

Sold only in our own bottles. All druggists.
POND'S EXTRACT CO., 76 5th Ave., N.Y.

Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the travelling public without hesitation.

MONCTON, N. B., CANADA.

HOTEL BRUNSWICK.—Accommodating 200 guests.
All modern conveniences. GEO. M. SWEENEY,
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WINNIPEG, MANITOBA.

LELAND HOUSE.—Graduated Prices. Recently
Furnished. The finest hotel in the northwest. Pure
spring water. Corner City hall square, Main and Albert
streets. W. D. DOUGLAS & Co., Proprietors. Dec 92

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A Balm to the Skin.

**Obstinate
Skin**

"A household panacea
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Diseases,

Allays inflammation
and relieves pain
quickly.

Itching,

Soothing, Emollient,
Healing.

Frost-Bites,

Bruises,

Perfectly safe and
pleasant to use.

Burns, and

Cracked, Rough Hands

speedily yield to the almost magical influence of
this excellent remedy.

Packer's Cutaneous Charm is sold by Druggists
at 25 and 50 cents per bottle. Special style in
turned wood, screw-cap box for mailing, 35 cents
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Tar Soap**

"Excellent in dandruff,
chafing and itching."
Medical and Surg. Rep.,
Phila.

Renew

Your Subscription

For the

Railway Conductor

Now.

List of Divisions by States and Provinces.

No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.
	Alabama.		Florida.		Kansas.		Missouri.		N. Carolina.		Tennessee.
334	Avondale	196	Jacksonville	245	Arkansas City	194	Brookfield	318	Asheville	250	Bristol
186	Birmingham	199	Pensacola	28	Atchison	238	Chillicothe	221	Charlotte	148	Chattanooga
310	Mobile	277	Sanford	265	Chanute	238	De Soto	264	Charlotte	149	Chattanooga
98	Montgomery			300	Dodge City	39	Hannibal	271	Wilmington	139	Knoxville
185	Seima			338	Eldorado	55	Kansas City			173	Memphis
248	Tuscumbia			330	Emporia	283	Marceline			135	Nashville
			Georgia.	165	Fort Scott	49	Moberly		N. Dakota.		
		284	Americus	276	Goodland	60	Sedalia				
	Arizona.	180	Atlanta	257	Herington	212	Slater	273	Dickinson		
313	Tucson	702	Augusta	226	Horton	30	Springfield	72	Fargo		Texas.
85	Williams	201	Columbus	151	Neodesha	321	Springfield	178	Grand Forks		
		123	Macon	11	Newton	188	Stanberry			266	Big Spring
		230	Rome	137	Osawatomie	141	St. Joseph		Ohio.	262	Cleburne
	Arkansas.	218	Savannah	161	Parsons	3	St. Louis			53	Denison
		311	Way Cross	179	Topeka	42	Trenton			57	El Paso
332	Jonesboro							177	Alliance	57	Fort Worth
131	Little Rock		Idaho.					134	Ashtabula	77	Houston
251	Pine Bluff	280	Hope	133	Bowling Green			193	Bucyrus	77	Palentine
59	Texarkana	209	Pocatello	329	Covington		Mississippi.	292	Chicago Junction	77	San Antonio
269	Van Buren			89	Lexington	304	Canton	181	Chillicothe	256	Taylor
				29	Louisville	105	Meridian	107	Cincinnati	18	Temple
			Illinois.	297	Paducah	231	Vicksburg	14	Cleveland	116	Tyler
111	Los Angeles	127	Amboy		Somerset			100	Collinswood	275	Voakum
282	Needles	96	Aurora					145	Columbus		
195	Sacramento	81	Beardstown				Montana.	320	Conneaut		
312	San Bernardino	87	Bloomington					145	Dayton		
115	San Francisco	112	Centralia		Louisiana.	272	Glasgow	278	Dennison		Utah.
		295	Champaign	108	New Orleans	191	Glendive	109	Gallion	124	Ogden
	Canada.	1	Chicago			295	Livingston	166	Newark		
		41	Chicago			243	Missoula	329	Springfield		
	British Columbia	293	Chicago			294	So. Butte	26	Toledo		
267	Vancouver	337	Chicago					270	Youngstown		
	Manitoba.	118	Danville		Maine.						Vermont.
47	Winnipeg	74	Decatur	66	Portland	173	Chadron	305	La Grande	233	Bellows Falls
		327	Elmhurst			220	Fremont	91	Portland	62	Lyndonville
	New Brunswick.	260	Forrest			227	Lincoln		Pennsylvania.	24	St. Albans
214	Moncton	235	Freesport			95	McCook				
219	St. John	83	Galesburg		Maryland.	35	North Platte	314	Alleghany City		Virginia.
		101	Mattoon	5	Baltimore	126	Omaha	172	Altosna	158	Alexandria
	N.-W. Territory.	308	Mt. Carmel	263	Cumberland	246	Wymore	217	Bennett	184	Clifton Forge
255	Medicine Hat	79	Peoria					200	Bradford	285	No. Danville
		106	Rock Island					156	Carbondale	205	Pittsmonth
	Nova Scotia.	97	Roodhouse					201	Chartiers	152	Richmond
203	Truro	75	Savanna		Massachusetts.	94	Wadsworth	144	Derry Station	210	Roanoke
		206	Springfield					147	Easton		
	Ontario.							64	Erie		
223	Chapleau	125	Andrews								

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Assistant Grand Chief Conductor—CHARLES H. WILKINS, 4800 Dearborn street, Chicago, Ill.
Grand Secretary and Treasurer—WM. P. DANIELS, Cedar Rapids, Iowa.
Grand Senior Conductor—A. B. GARRETSON, Osceola, Iowa.
Grand Junior Conductor—F. D. HARTEL, Bismarck, Mo.
Grand Inside Sentinel—J. MORREAU, Newport, Vermont.
Grand Outside Sentinel—R. E. MALEADY, 16 W. 2d street, Corning, N. Y.

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Names in FULL FACE type are Cipher Correspondents.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Chicago No. 1, Chicago, Ills.	C. C., F. S. Stimson, 2933 South Park avenue. Sec., E. A. Sadd, Room 1, Union Depot. C. A. Millard, 173 Clark st.	First and Third Sundays, 10:30 a. m. 83 Madison st., opp. McVicker's theater.
Buffalo No. 2, Buffalo, N. Y.	C. C., A. Keating, 458 S. Division st. Sec., H. S. Chapman, 71 Prospect st., Lockport	First, second and fourth Sunday, 2:00 p. m., over 198 E. Seneca street.
St. Louis No. 3, St. Louis, Mo.	C. C., Dell Robinson. Sec., W. F. Lewis, 2849 Russell avenue.	Second and Fourth Sundays, 1:00 p. m. Elk's Hall, Peoples Theatre.
Marshall No. 4, Marshalltown, Ia.	C. C., C. Agan, 411 S. Fourth st. Sec., H. McFarlane, 103 S. First st. F. M. Laudon, south 4th st.	First and Third Sundays, 3:00 p. m. A. O. U. W. Hall E. Main st.
Collins No. 5, Baltimore, Md.	C. C., H. Long, 1135 Mount st. Sec., R. Stapleton, St. Denis, Md.	1st and 3d Tuesdays, 8 p. m. Elk's hall, 11 E. Fayette st.
Battle Creek No. 6, Battle Creek, Mich.	C. C., J. H. Wilson, 402 Rawlins st., Port Huron. Sec., C. M. Martin, 370 east Main st.	Second and Fourth Sundays, 2:00 p. m. Castle Hall, Morgan Block.
Houston No. 7, Houston, Texas.	C. C., J. E. Archer, 1416 Jackson st. Sec., H. B. Johnson. E. B. Shackford, 1513 Texas ave.	Every Monday, 2:00 p. m.
Rochester No. 8, Rochester, N. Y.	C. C., C. H. Beach, care N.Y.C. & H.R.R.R. depot Sec., D. E. Phillips, 4 Rundel Park.	Every Sunday, 3:00 p. m. Reynolds Arcade
Elmira No. 9, Elmira, N. Y.	C. C., H. C. Houghland, 614 Park Place. Sec., C. A. Wood, 209 Giltanen st.	Second and Fourth Sundays, 3:00 p. m. I. O. O. F. Temple.
Southern Tier No. 10, Sayre, Pa.	C. C., B. F. Randolph, Waverly, N. Y. Sec., G. A. Kennedy, box 297. W. H. Raymond.	First and Third Sunday 3 p. m. Thurs- day, 7:30 p. m. Burrett—Feed's Hall.
Newton No. 11, Newton, Kas	C. C., J. A. Baxter. Sec., C. W. Rankin.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Lackawanna No. 12, Scranton, Pa.	C. C., J. Finnerty, Dunmore, Pa. Sec., Jno. Menchler, 529 north Lincoln ave.	Second and Fourth Sundays, 2:30 p. m. German I. O. O. F. Hall.
Union No. 13, St. Thomas, Ont.	C. C., T. C. Jones. Sec., J. Mackenzie, box 887.	1st and 3d Monday, 7:30 p. m.; 2d and 4th Sunday, 2:00 p. m. Masonic Bldg.
Cleveland No. 14, Cleveland, Ohio.	C. C., Chris Corlett, 147 Seely ave. Sec., C. P. Hodges, 5 Fairfield st.	Second and Fourth Sundays, 1:00 p. m. 52 Public Square.
Stratford No. 15, Stratford, Ont.	C. C., M. D. Hushin. Sec., H. T. Buchanan, box 488.	Second and Fourth Sundays, 2:30 p. m. Shakespeare Hall,
London No. 16, London, Ont.	C. C., A. Wiley, 483 York st. Sec., John McAuliffe, 256 Hill st.	First and Third Sundays, 2:30 p. m. K. of P. Hall
Toronto No. 17, Toronto, Ont.	C. C., W. R. Hill, 291 Palmerston ave. Sec., W. J. Gray, 8 Palmerston ave.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Magnolia No. 18, Temple, Texas.	C. C., G. E. Metts. Sec., Chas. Wrentham.	
Elkhart No. 19, Elkhart, Ind.	C. C., S. J. Guyer, Marion st. Sec., J. T. Wishart, 210 St. Joe st. W. D. Anderson, 322 St. Joe St.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Garfield No. 20, Collinwood, Ohio.	C. C., W. H. Moulton, box 191. Sec., G. B. Carmer, box 40.	Every alternate Tuesday, 2:30 p. m. I. O. O. F. Hall.
Creston No. 21, Creston, Iowa.	C. C., G. M. Loughridge, ccr. Jefferson & Myrtle sts Sec., F. D. Munson, 501 New York ave. J. B. Rutherford, 212 N. Y. ave.	Fourth Sunday, 2:30 p. m., 2d Monday, 9:30 a. m. G. A. R. Hall.
Mason City No. 22, Sanborn, Iowa.	C. C., G. N. McCulloch. Sec., C. E. Foote. W. H. Weston,	Second and Fourth Sunday, 2:00 p. m. Masonic Hall.
Sylvania No. 23, Shamokin, Pa.	C. C., S. E. Miller, 924 E. Snnbury st. Sec., E. M. Seitzinger, 230 W. Dewart st.	First and Third Sundays, 10:00 a. m. Kern's Hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
St. Albans No. 24. St. Albans, Vt.	C. C., J. E. Mann, Weldon st. Sec., J. B. Wiley , 34 Upper Weldon st.	First and Third Sundays. Good Templar's Hall.
Maple City No. 25, Watertown, N. Y.	C. C., O. A. Hine, 3 Arcade street. Sec., P. Redmond, 127 Arsenal st.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows Temple.
Toledo No. 26, Toledo, Ohio.	C. C., E. W. Purrett, 514 Magnolia st. Sec., H. O. Wright , care Penn depot.	First Monday, 8:00 p. m.; Third Wednesday, 9:30 a. m. St. George's Hall,
Arnum No. 27, Hamilton, Ont.	C. C., J. L. O'Brien, 8 E. Stuart st. Sec., James Ogilvie, Barton st, E.	Second and Fourth Saturday, 7:00 p. m. Masonic Hall.
Carver No. 28, Atchison, Kas.	C. C., J. J. Kelly, 1101 N. Fifth st. Sec., H. Nesbit, Box 72.	2d and 4th Sundays, 2:00 p. m. Wellington Hall.
Randolph No. 29, Ottawa, Ont.	C. C., F. A. McGuinness, 127 Cedar st. Sec., H. T. G. Moore , 436 Gloucester st.	Second and Fourth Tuesdays, 2:00 p. m. Masonic Hall.
Ozark No. 30, Springfield, Mo.	C. C., S. L. Coover, Station A. Sec., J. L. Litten, 2102 N. Jefferson st.	First and Third Sundays, 2:00 p. m. Cor. 3d & Washington sts.
Star No. 31, Burlington, Iowa.	C. C., P. R. Kelley, 1309 Division st. Sec., M. W. Robinson, 1008 S. Third st. H. H. Goodell , 615 Sumner st.	Every Sunday, 2:00 p. m. K. of P. Hall.
Keystone No. 32, Meadville, Pa.	C. C., M. Hough, 117 Dock st. Sec., G. A. Thompson, 356 Pine st. J. C. Brown , 619 North st.	First Sunday, Third Monday. K. of P. Hall.
Clinton No. 33, Clinton, Iowa.	C. C., F. O. Hicks, 518 Camanche avenue. Sec., C. Wesco , 602 north First st.	2d Monday 10:00 a. m. 4th Sunday, 2:00 p. m. I. O. O. F. Hall.
Boone No. 34, Boone, Iowa.	C. C., F. Champlin. Sec., W. B. Parkin .	First Sunday, 8:00 p. m. Masonic Hall.
North Platte No. 35, North Platte, Neb.	C. C., George W. Hartman, L. box 245. Sec., N. C. Stone. L. box 302.	Every Sunday, 2:00 p. m., 3d floor Riverside blk. 10½ N. Union ave.
Arkansas Valley No. 36, Pueblo, Colo.	C. C., H. Hart, 926 Currie ave. Sec., C. J. Wilson , Triangle block.	First and Third Sundays, B. & D. Depot building.
Delaware No. 37, Phillipsburg, N. J.	C. C., L. P. Titus, 416 Spring Garden st. Easton, Pa. Sec., Samuel Phillips , Box 519.	2d & 4th Sundays, 10:00 a. m. Cor. W. 6th & Walnut.
Des Moines No. 38, Des Moines, Iowa.	C. C., Howard Case, 1230 W. Fifth st. Sec., E. J. Cavanaugh , 1442 W. Locust st.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Hannibal No. 39, Hannibal, Mo.	C. C., W. H. DeWitt, 509 Hill st. Sec., B. W. Shutt , 121 South Fourth st.	First and Third Sundays, 3:00 p. m. Masonic Hall, Wabasha street, bet. 3rd and 4th avenue.
St. Paul, No. 40, St. Paul, Minn.	C. C., J. D. Condit, Merchants hotel. Sec., M. N. Goss , 377 Starkey st. Sundays 624 Ohio st.	Second and Fourth Sundays, 10:00 a. m. 4847 State street.
Major Morris No. 41, Chicago, Ills.	C. C., G. D. Cruely, Blueisland, Ill. Sec., C. L. Young, Longwood, Ill. A. J. Aurn , 4706 Wentworth av.	First and Third Sundays, 2:00 p. m. 17 Elm street.
Trenton No. 42, Trenton, Mo.	C. C., C. S. Glasper. Sec., E. A. Stone, box 174. S. W. Binard , lock box 151.	First and Third Sunday, 7:30 p. m. A. O. U. W. Hall.
Central No. 43, East Syracuse, N. Y.	C. C., M. E. Sarr. Ser., J. W. Foot.	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Denver No. 44, Denver, Colo.	C. C., D. A. Clark, 1727 Humboldt st. Sec., G. Griffin, Room 11, 1625 Champa st. J. J. Brennan , 2712 Stout st.	Second and Fourth Sundays, 2:30 p. m. Odd Fellows Hall.
Chapman No. 45, Oneonta, N. Y.	C. C., J. E. Baldwin, 54 W. Broadway. Sec., W. C. Gurney, box 133. Joe Bedford , 30 south Main st.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
Milwaukee No. 46, Milwaukee, Wis.	C. C., T. W. Tucker. Sec., E. A. Sims, 584 21st st. W. J. Durbin , 726 Clybourn st.	Second Sunday, Fourth Friday, 8:00 p. m. Forrester's Hall, cor. Logan & Main st.
North Star No. 47, Winnipeg, Man.	C. C., H. LaRose, care C. P. R'y. Sec. F. J. Dorsey. 46 Lilly st.	First and Third Sunday, 2 p. m. Cowie Block, 42 Gratiot ave.
International No. 48, Detroit, Mich.	C. C., L. Nolton, Jr., 154 Howard st. Sec., F. C. Smith , 70 Woodward avenue.	Every Monday, 1:00 p. m. Hannah's Hall.
Moberly No. 49, Moberly, Mo.	C. C., Sam Paul, 816 W. Rollins st. Sec., Seth Palmer, 210 N. Brinkerhoff st.	Second and Fourth Sundays, 2:00 p. m. Good Will Hall.
Hartford No. 50, Hartford, Conn.	C. C., W. J. Wallace, 47 Brook st. Sec., C. S. Brigham , 161 Capital avenue.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall.
Tyrone No. 51, Tyrone, Pa.	C. C., W. C. Snyder, E. Tyrone, Pa. Sec., S. C. Cowen, box 124. B. B. Fry , East Tyrone.	Second and Fourth Sundays, 2:00 p. m. Engineers' Hall 88 Pike st.
Neversink No. 52, Port Jervis, N. Y.	C. C., T. E. Gray, 110 Ball st. Sec., T. H. Cole , 26 Prospect st.	1st and 3rd Sundays, 7:30 p. m., 2nd and 4th Sundays, 2:00 p. m. I. O. O. F. Hall.
Lone Star No. 53, Denison, Texas.	C. C., A. L. Dain, 208 Gandy st. Sec., C. S. Williams, 801 Morgan st. Geo. T. Singer , 216 Main st.,	2d Sunday. 12:00 m. 100 W. 24th. st.
New York City No. 54, New York, N. Y.	C. C., C. H. Dal , 15 Warren st. Sec., C. F. Heitzman, 880 Flushing ave, Brooklyn.	Every Sunday, 2 p. m. 1013 Walnut st.
Kaw Valley No. 55, Kansas City, Mo.	C. C., W. D. Vanbergen, 930 Main st. Sec., Geo. Rose , 18 E. 11th st.	Third Thursday, 7:30 p. m. 73 State st.
Z. C. Priest No. 56, Albany, N. Y.	C. C., J. C. Sheldon, bx 89 Coeyman's Jct., N. Y. Sec., Jno. M. Stearns , 556 Central avenue.	Every Tuesday, 2:00 p. m. K. of P. Hall, Main st.
Evergreen No. 57, Fort Worth, Texas.	C. C., W. R. Bell, 308 Broadway. Sec., R. M. Higgins, 317 South Calhoun st.	First and Third Sundays, 2:30 p. m. Post Office Block.
Valley City No. 58, Cedar Rapids, Iowa.	C. C., A. D. Maxon. Sec., L. M. Peck , 142 5th av.	Every Tuesday, 7:30 p. m. O. R. C. Hall.
Alamo No. 59, Texarkana, Ark.	C. C., Clarence Johnson, care Huckins house. Sec., J. Carmichael, Texarkana, Texas, box 33.	

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Queen City No. 60, Sedalia, Mo.	C. C., Sec., D. A. Williams, 309 E. Third st.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall, 303 Ohio st.
La Crosse No. 61, La Crosse, Wis.	C. C., E. H. Thomas, 412 N. Fourth st. Sec., J. A. Emerson, care C M & St. P. Ry. Joe Gaffey.	First and Third Sundays, 2:30 p. m. 903 Rose st.
Triumph No. 62, Lyndonville, Vt.	C. C., F. E. Stevens. Sec., E. Bigelow, Lyndon Center, Vt. H. B. Wetherber , West Lebanon, N. H.	
Erie No. 64, Erie, Pa.	C. C., S. F. Lytle, 1815 Myrtle st. Sec., Dan Scarry , 218 W. 17th st.	First and Third Sundays, 1:30 p. m. B. of L. E. Hall.
Campbell's Ledge No. 65, Pittston, Pa.	C. C., Wm. Dougherty, 711 N. Main st. Sec., W. H. Mathewson , 539 Montgomery st., W. Pittston, Pa.	
Pine Tree No. 66, Portland, Maine.	C. C., W. Sprague , 36 Spring st., Auburn, Me. Sec., S. S. Cahill, box 1063, Brunswick, Maine.	Third Sunday, 10:00 a. m. Rosini Hall.
Johnson No. 67, Waterloo, Iowa.	C. C., L. VanVleck, 323 Logan ave. Sec., Geo. O. Miller , 119 Manson st.	Second and Fourth Sundays, 1:30 p. m.
Baraboo No. 68, Baraboo, Wis.	C. C., W. F. Frenz. Sec., W. B. Kendall.	First and Third Sundays, 2:00 p. m. A. O. U. W. Hall.
El Paso No. 69, El Paso, Texas.	C. C., M. Dillon. Sec., A. W. Spencer.	Every Sunday, 2 p. m. K. of P. Hall.
Monteruma No. 70, Las Vegas, N. M.	C. C., C. Oder , East Las Vegas, N. M., Box 171. Sec., C. H. Stevenson, box 171, E. Las Vegas, N. M.	Every Sunday, 2:00 p. m. K. of P. Hall.
Chattahoochee No. 71, Columbus, Ga.	C. C., E. H. Musgrove, Rose Hill. Sec., R. B. Coleman, 1106 Fifth avenue. W. H. Brittingham , 112 15th st	
Greer No. 72, Fargo, N. Dak.	C. C., V. R. Neal. Sec., M. S. Walsh , box 806.	Second and Fourth Sundays, 2:30 p. m. G. A. R. Hall.
Ashtabula No. 73, Ashtabula, Ohio.	C. C., R. Bycraft. Sec., A. E. Belden.	First and Third Sundays, 9:30 a. m. K. of H. Hall.
Henwood No. 74, Decatur, Ills.	C. C., E. H. Jones, 312 Central avenue. Sec., F. W. Wood, Central av. A. E. Hughes , 956 east North st.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., E. Mundy, 492 Seigneur st. Sec., H. McMillan, 159 Magdalen st.	Second and last Tuesday, 1:00 p. m. St. Charles club house. Pt. St. Charles.
San Antonio No. 76, San Antonio, Texas.	C. C., J. Bollons , box 313. Sec., W. A. Shafer, box 313.	Every Saturday, 10:00 a. m. I. O. O. F. Hall.
Palestine No. 77, Palestine, Texas.	C. C., F. E. Denison. Sec., B. F. Blount, box 65.	Every Saturday 7:30 p. m. O. R. C. Hall.
Robinson No. 78, Savanna, Ills.	C. C., M. A. Wolcott, 15th & Johnson sts., LaCrosse, Sec., F. B. Cornelius, box 32. [Wis.]	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., B. W. Thompson, 507 Fourth st. Sec., J. R. Nelson, 317 Morgan st.	Second and 4th Sundays, 10:00 a. m. 108 S. Adams street, third floor.
West Farnham No. 80, Montreal, P. Q.	C. C., F. G. Martyn, W. Farnham, P. Q., box 82. Sec., J. Moreau, Newport, Vt. J. E. Cunningham , 97 Osborne st.	Third Sunday 1:00 p. m. G. A. R. 411 St. James st.
Friendship No. 81, Beardstown, Ills.	C. C., C. Ireland. Sec., Peter Beck. C. C. Parker.	Second and Fourth Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willott, 24 N. Canal st. Sec., Jerry Mullen , 405 W. Washington ave.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., O. N. Marshall, 226 Ferris st. Sec., C. E. Smith, 708 E. Brooks st. E. O. Williams , 102 5th st.	Second and Fourth Saturdays, 7:30 p. m. College City Hall
Perry No. 84, Perry, Iowa.	C. C., F. L. Moore, box 583. Sec., H. P. Ward, box 621.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Williams A. T.	C. C., W. N. McCormick. Sec., C. R. Perry, box 7, Winslow, A. T. C. H. Richardson.	Every Sunday, 9:00 a. m. Wood's Hall.
Delta No. 86, Escanaba, Mich.	C. C., S. J. Murphy, box 119. Sec., M. W. Pillsbury , lock box 764.	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., A. W. Dunsmore, 1006 E. Grove st. Sec., Thos. Deane, 707 W. Graham st.	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall.
DeFries No. 88, Point Levis, Que.	C. C., J. Huppe, box 22 South Quebec, P. Q. Sec., John Barry, Levis, P. Q.	Second and Fourth Sundays. B. of L. E. Hall.
Monon No. 89, Louisville, Ky.	C. C., H. C. McKinney. Sec., C. S. Dodson, 224 E. Oak st. H. C. McKinney , care C. O. & S. W. Ry.	Every Sunday at 9:30 a. m. Fall City Hall. Market st.
Waseca No. 90, Waseca, Minn.	C. C., R. J. Mann. Sec., J. H. nson , box 47.	Second and Fourth Sundays, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., J. J. Blew, East Portland, Ore. Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 2:00 p. m. Elk's Hall 2d, st.
Terre Haute No. 92, Terre Haute, Ind.	C. C., A. J. Lee, 1519 E. Chestnut st. Sec., W. J. Strang , 674 Wabash ave.	First and Third Sundays, 9:00 a. m. O. R. C. hall, Cor 7th st & Wabash av.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., E. A. Weston, box 576. Sec., W. P. O'Hara, box 694.	Fourth Sunday, 2:00 p. m. Odd Fellow's hall, cor. 6th & Market st.
Geo. C. Cornwall No. 94, Wadsworth, Nev.	C. C., H. I. Charter, Winnemucca, Nevada. Sec., A. E. Lothrop. Geo. Shultz.	Second & Fourth Sunday each month. 3:00 p. m. Staunton's hall.
Harvey No. 95, McCook, Neb.	C. C., C. W. Bronson. Sec., A. G. King. O. W. Bronson.	Second and fourth Mondays, 10:00 a. m. Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., C. D. Judd, 54 Black Hawk st. Sec., W. E. Lindsay, 220 North avenue. Thos. Flynn , 279 Grant st	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Roodhouse No. 97, Roodhouse, Ill.	C. C., W. E. S. Gibson, box 321. Sec., G. W. Bracey. H. A. Perry , bx 189.	Every Saturday. K. of P. hall. at 7:30 p. m.
Montgomery No. 98, Montgomery, Ala.	C. C., W. Nabors, 312 Herron st. Sec., J. C. Elliott , 325 Catoma st.	First and Third Saturdays, 8:00 p. m.
Milbank No. 99, Milbank, Dak.	C. C., Wm. Crooker. Sec., Fred Holzer , L. box 485.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Hollingsworth No. 100, Columbus, O.	C. C., J. W. Brown, 35 W. Goodale st. Sec., Dennis Clifford, 533 Kilbourn st. Chas E Hagon , 38 W. Mound st.	Second and Fourth Sundays I. O. O. F. hall, So. High st
Mattoon No. 101, Mattoon, Ill.	C. C., J. W. Mansfield. Sec., W. W. Simpson , 10 Shelby st.	Meets First and Third Sundays. 1:00 p. m. K. of P. h hall.
Oatley No. 102, Grand Rapids, Mich.	C. C., F. Volkert, 554 S. Division st. Sec., S. H. Wallize, 601 S. Ionia st. Wm. J. Pangborn , 182 Cherry st.	First and third Sundays, 10:00 a. m. Campan blk., S. Division st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., E. A. Orr, 100 Clifford avenue. Sec., H. M. Mounts , 450 Broadway.	First and Third Sundays, 2:00 p. m. New hall, English Opera blk. 94 no. Meridian st.
Millard No. 104, Middletown, N. Y.	C. C., J. E. Brazee. Sec., Wm. Faulkner , 18 Charles st.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., D. B. Griffin. Sec., H. E. Harris .	Second and Fourth Sundays. 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., Jno. E. Baker, 1110 2d ave. Sec., G. T. Sewall, box 529, Eldon, Ia.	First Sundays, 2:30 p. m.; Third Sun- day, 7:30 p. m. A. O. U. W. hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., J. Devening, 242 W. Fourth st. Sec., Thos. Matlack, 31 E Eighth st., Cov- ing-Jno. Conley , Grand Central depot. (ton, Ky.	Second and Fourth Sundays, 2:00 p.m. Odd Fellows hall, 6th and Walnut streets.
Crescent City No. 108, New Orleans, La.	C. C., W. Quinn, care Chas. Haifeigh, Morgan Ferry landing. Sec., M. R. Neuhauser , 535 Marais street.	First and Third Mondays, 11:00 a. m.
Crawford No 109, Galion, Ohio.	C. C., W. S. Taylor. Sec., L. S. Nelson, L. box 863, Bellfontaine, Ohio. Robt. Crowley .	First and third Sundays, 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., P. E. Weise, 1128 High st Sec., E. W. Alexander , 1120 North st.	Second Sunday, 327 Market st. 2:00 p.m. Fourth Tuesday 7:30 p. m.
Los Angeles No. 111, Los Angeles, Cali.	C. C., J. J. Finn, care S.P.depot, SanFernando st. Sec., J. W. Benjamin , box 935. 207 west 4th.	First and Third Saturday 7:30. 107½ North Main street.
Centralia No. 112, Centralia, Ill.	C. C., E. L. Myers. Sec., J. L. Davis , box 297.	First and Third Sunday, 7:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., L. M. Thomas . Sec., A. J. Philips, care Grand Hotel.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall. 61 Milwaukee st. west.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., I. W. Morrow, cor. Richardson and Fleming avenues, Allegheny, Pa. Sec., G. E. Vance, 1309 11th St., Altoona, Pa. Geo. C. Good , room 11, Union Station.	First and third Sundays, 10:00 a. m. U. V. L. Hall, 77 Sixth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., W. J. Martin, 1717 Seward st. W. Oakland, Cal. Sec., J. T. Harr , 304 E. 11th st. Oakland, Cal.	1st, and 3d, Saturday, 7:30 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., S. H. Wright, care Wright House. Sec., D. M. Jackson, Waco, Tex.	
Minneapolis No. 117, Minneapolis, Minn.	C. C., G. M. Miles, 2106 Third avenue. Sec., Geo. J. Pfeiffer , 1844 E. 26th st. S.	Second and Fourth Sundays, 2:00 p. m. Elks hall 101 Washington avenue. S.
Danville No. 118, Danville, Ill.	C. C., J. F. Scott, care C & L Ry. Sec., R. S. Davis , 610 N. Kimball st.	Second and Fourth Sundays, 2:00 p. m. K. of H. hall.
Wayne No. 119, Ft. Wayne, Ind.	C. C., J. E. Erickson, 335 S. Harrison st. Sec., C. N. Taylor, 86 Wells st. W. C. Smith , 9 north Cass.	Every Sunday, 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., J. M. Sewell, box 557. Sec., W. C. Rall, 61 S. Jefferson st.	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, Dak.	C. C., Wm. Marston. Sec., J. R. Hinman.	Second and Fourth Sundays, 9:30 a. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., A. E. Holden, Park Sq. Station, O. C. R'y. Sec., C. D. Baker , Tenney Court, Somerville.	Third Sunday, 2:00 p. m. K. of H. hall, 730 Wash. st.
Macon No. 123, Macon, Ga.	C. C., J. M. Norman , care J. S. & S. R'y. Sec., C. L. Bruner, box 425.	First and Third Sundays. p. m. I. O. O. F. hall, cor Mulberry st. and Cotton ave.,
Wahsatch No. 124, Ogden, Utah.	C. C. E. S. Crocker, 137 26th st. Sec., J. F. Berry, box 331 J. W. Metcalf , box 396.	First Sunday, 1:30 p. m.; Third Satur- day, 7:30 p. m., Castle hall, Fourth st.,
Friendly Hand No. 125, Andrews, Ind.	C. C., J. C. Brinsley. Sec., J. K. Webb. C. H. Thornburg .	First and Third Wednesday, and Sec- ond and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., M. J. Roche , 1436 S. Ninth st. Sec., E. A. Toggenburg, 1120 so. 9th st.	First and Third Sundays, 2:00 p. m. K. of P. hall, 1210 Douglas st.
Wylie No. 127, Amboy, Ill.	C. C., A. A. Graves, box 438. Sec., C. D. Knowles, box 343.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall.
Cheyenne No. 128, Cheyenne, Wyo.	C. C., E. D. Woodmansee, 1912 Central ave. Sec., E. B. Bond. W. A. Mills .	1st, 9th, 17th and 25th of each month. 2 p. m. K. P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., John Downey. Sec., Thos. Summerton , box 104.	First and Third Sundays, 12:30 p.m. W. J. Day's hall, Main st.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Stadacona No. 130. Quebec, P. Q.	C. C., E. Reynolds, 2½ Palace street. Sec., Eugene McKenna , 15 St. Famille st.	
Little Rock No. 131. Little Rock, Ark.	C. C., A. H. Dougherty. Sec., S. C. Paine , care Laclede hotel. Telegraph address Argenta, Ark.	Second, and Fourth Sundays, at 2:00 p. m. First and Third Sundays 7:30 p. m. O. R. C. hall, 1000 W. Markham st.
Salida No. 132. Salida, Colo.	C. C., W. H. Thomas Sec., C. L. Shively box 512.	Second and Fourth Sundays. 2:00 p. m., Dury Blk. 1st st., bet. F. & G.
Bowling Green No. 133. Bowling Green, Ky.	C. C., M. P. Grady, 126 Main st. Sec., J. C. Willett , box 143.	Every Sunday, 9:30 a. m. Wrights hall.
Bellevue No. 134. Bellevue, Ohio	C. C., C. K. Dryden. Sec., L. O. Brown , box 177.	Every Monday, 2:00. K. of P. hall.
Rock City No. 135. Nashville, Tenn.	C. C., A. J. Corbitt, 73 University st. Sec., W. N. Billings , 1209 S. Market st.	First and third Sunday 1:30p. m. Pythian Hall, Union street.
Ashton No. 136. Huntington, W. Va.	C. C., T. K. Hunsaker, Ashland, Ky. Sec., E. Bray, 1307 6th av. R. H. William-on , 720 6th av	First and Fourth Sunday, 2:00 p. m., Flooding hall, 3d av.
Osawatimie No. 137. Osawatimie. Kans.	C. C., W. J. Donovan. Sec., N. E. Riddon .	1st and 3d Monday at 7:00 p. m. Workman hall.
Britton No. 138. Garrett, Ind.	C. C., W. R. Hayes, box 254. Sec., J. H. Barnville, box 137. J. M. Elder , Chicago Junction, O.	Second and Fourth Sundays. O. R. C. hall.
Stanton No. 139. Knoxville, Tenn.	C. C., J. S. Henry, 45 Broad st. Sec., W. B. Caldwell, 6 Maple st.	Second and Fourth Sundays. 9:00 a. m. I. O. O. F. hall.
New River No. 140. Hinton, W. Va.	C. C., W. O. Elliott. Sec., J. G. Cooke box 91.	Second and Fourth Sundays, 2:00 p. m.
St. Joseph No. 141. St Joseph, Mo.	C. C., L. F. Eib, 905 S. Fourteenth st. Sec., I. E. Kimball, 714 Felix st.	Every Sunday, 2:00 p. m. Geiwitz Hall cor. 10th & Olive sts.
Laramie No. 142. Rawlins, Wyo.	C. C., H. J. Zipl. Sec., Harvey Simpson, box 64, L. C. Kelley .	Second and Fourth Fridays, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143. Harrisburg, Pa.	C. C., J. B. Clay, 1804 Fifth st. Sec., Geo. I. Wood, 1624 No. Third st. Alex H. Eastright , 1221 Wallace st.	Second Tuesday, fourth Friday at 7:30. Clark Sibles' hall, S. E. corner Third & Cumberland sts.
Derry No. 144. Derry Station, Pa.	C. C., A. P. Shaffer. Sec., C. S. Shaffer, box 28.	First & Third Thursdays, 8:00 p. m. and Second Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145. Conneaut, O.	C. C., H. D. Haight, box 292. Sec., W. E. Bender , box 251.	Every Wednesday, G. A. R. hall, Main st.
E. A. Smith No. 146. Fitchburg, Mass.	C. C., J. N. Boudreau , 20 Walnut st. Sec., J. J. Sullivan, 2 Avon place.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147. Easton, Pa.	C. C., P. Warner, 43 Madison st. Sec., P. P. Gulick , 724 Ferry st.	Second and Fourth Sunday, 2:00 p. m. Drake's Bid'g. S. Third st.
Lookout No. 148. Chattanooga, Tenn.	C. C., J. A. Stone, 125 Florence st. Sec., R. B. Segall , 417 Gillespie st.	First and Third Sunday, 2:00 p. m.
Jackson No. 149. Jackson, Tenn.	C. C., J. D. Morgan, 139 Poplar st. Sec., J. E. Barry, 418 S. Market St. C. R. Martin , 138 Prince Edward st.	Every Saturday, 7:00 p. m. I. O. O. F. hall.
Kincaid No. 150. Utica, N. Y.	C. C., Frank E. Green. Sec., F. E. Tewsbury , 15 Roberts st.	Second & Fourth Sunday, 2:00 p. m. I. O. O. F. hall.
Two Harbors, No. 151. Neodesha, Kansas.	C. C., M. M. Thorp. Sec., C. H. Long.	
Richmond No. 152. Richmond, Va.	C. C., J. T. Cook, Manchester, Va., care R. & D. y'd Sec., Jan. E. Puller , 1812 E. Broad st.	Third Sunday, 2:00 p. m.; First Monday 10:00 a. m., I. O. O. F. hall, cor Franklin & Mayo sts.
Division No. 153. Mauch Chunk, Pa.	C. C., M. Gillespie, E. Mauch Chunk, Pa. Sec., E. H. Blakslee, E. Mauch Chunk, Pa. D. I. Duran , East Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154. Binghamton, N. Y.	C. C., J. Bowrosan, care Crandall House. Sec., W. E. Carpenter, Montrose, Pa. Rolk Palmer , Pine street.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155. Syracuse, N. Y.	C. C., W. J. Cochrane, 70 Orchard st. Auburn, N. Y. Sec., Byron Hart , 212 Fitch st.	First and Third Sunday, 2:00 p. m. Over D. L. & W. Depot.
Pennsylvania No. 156. Carbondale, Pa.	C. C., P. F. Storch, 141 8th av. Sec., W. H. Moyle, 80 Spring st. Boyd Case , 16 Darte ave.	Second and Fourth Sundays, 2:00 p. m. Mitchell's hall.
New England No. 157. Boston, Mass.	C. C., A. H. Brown, care F. R'y. Sec., W. R. Mooney , 34 Merrimac st., Nashua, N. H.	Fourth Sunday 10:30 a. m. K. of H. hall. 730 Washington st.
Alexandria No. 158. Alexandria, Va.	C. C., A. A. Davis, 924 Duke st. Sec., W. B. Smithers, Strasburg, Va.	Second and Fourth Sundays. I. O. O. F. hall,
City of Mexico No. 159. City of Mexico, Mexico.	C. C., H. H. Greenleaf, box 256. Sec., W. C. Bradley, box 256.	First and Third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independencia No. 3.
Wyoming Valley No. 160. Wilkesbarre, Pa.	C. C., I. H. Collins, 75 Terrace. Sec., J. H. Keithline, 235 South st. Jan. Finley , 26 Pearl st.	1st & 3 Sunday, 1:30 p. m. Osterhout Hall. E. Market st. & Public Square.
Parsons No. 161. Parsons, Kans.	C. C., W. K. Maxwell . Sec., H. E. Brown.	Second and Fourth Mondays, 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162. Philadelphia, Pa.	C. C., T. Stackhouse, 640 N. 36th st. Sec., W. J. Maxwell , 144 Highland avenue, Chestnut Hill, Philadelphia	Alternate Sundays, commencing Jan. 3d, 2:00 p. m. Dental hall, N. E. cor 13th & Arch sts.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Oil City No. 163, Oil City, Pa.	C. C., W. C. Downing, 9 Myers st. Sec., C. W. Stone , 418 North st.	First Sunday, 4:00 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., Jas. Sterling , Sec., E. G. Yoakum, box 397.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., T. L. Myers. Sec., J. A. Slaughter, 24 Little st. H. P. Galer , 20 south Leith street.	First and Third Sunday, 9:30 a. m. I. O. O. F. hall, 10 Scott avenue.
Licking No. 166, Newark, Ohio.	C. C., S. F. Moore , 33 Clinton st. Sec., Jno. Thornton, care Yearley House.	First and third Sunday, 1:30 p. m. Miller hall.
Frontier City No. 167, Oswego, N. Y.	C. C., J. G. Palmer, Norwich, N. Y. Sec., J. Donovan, 239 W. 7th st.	Second and Fourth Sundays, at 4:00 p. m. Engineer's hall, N. Y. O. & W. bldg, East Oswego.
Shore No. 168, Jersey Shore, Pa.	C. C., J. T. Mullen, 821 Market st., Williamsport, Pa. Sec. J. L. Boyer .	First and Third Sundays, 2:00 p. m.
Nneptu No. 169, Jersey City, N. J.	C. C., P. M. Bryan, 46 Ege av. Sec., A. Mitchell, 313½ 6th st., Jersey City, N. J. Robt. McDonald , 335 Varick st.	First and Third Sundays, 2:30 p. m. Roche's Hall, Grove & Morgansts.
Camden No. 170, Camden, N. J.	C. C., I. D. Peak, care P. K. R. Sec., J. P. Ancker , box 478 Mt. Holly, N. J.	First and Third Sunday, 1:30 p. m. Fourth Monday, 10:30 a. m. O. R. C. hall, Front & Market st.
Thos. Dickson No. 171, Troy, N. Y.	C. C., Jno. Donnelly, 49 Jas. st. Green Island, N. Y. Sec., D. O. Gibbs , 244 Ninth avenue.	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172, Altoona, Pa.	C. C., Wm. Bowen , 2307 Thirteenth ave. Sec., J. A. List, 1200 Seventeenth st.	Third Sunday 2:30 p. m. Metcalf hall, cor Union ave and 16th st.
Long Pine No. 173, Chadron, Neb.	C. C., A. M. Wright , Sec., J. W. Finnegan, lock box 315.	Every Sunday, 9:00 a. m. Castle hall.
Greensburg No. 174, Greensburg, Pa.	C. C., J. Baughman. Sec., C. F. Keeley.	Second and Fourth Sundays. 2:00 p. m.
Memphis No. 175, Memphis, Tenn.	C. C., H. McDonald, 53 Mill st. Sec., B. J. Jacaway, 603 Shelby st. Z. J. Goodwin , 281 Georgia st.	Every Sunday, 2:00 p. m. K. of P. hall, Hernando st.
Corning No. 176, Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., G. K. Lathrop , 24 E. Erie avenue.	First and Third Sundays, 2:00 p. m. Ansorge block
Alliance No. 177, Alliance, Ohio.	C. C., G. H. McKinley, Market st. Sec., M. B. Mathews , 734 Patterson st.	First and third Sunday, 1:00 p. m. K. of P. hall, E. Main st.
Great Northern No. 178, Grand Forks, N. Dak.	C. C., J. H. Ward, 121 N. Fifth st. Sec., L. F. Van Dusen, 17 Cottonwood st.	1st & 2d Sunday. K. of P. Hall, Third street.
Topeka No. 179, Topeka, Kans.	C. C., C. L. Short, 929 Madison st. Sec., T. P. Kelly , 227 Taylor st.	First, 2d, 3d, and 4th Sundays, 10 a. m. Redmen's hall, 620 Kansas ave.
Atlanta No. 180, Atlanta, Ga.	C. C., C. W. Mangum, 76 Hill st. Sec., E. H. Acker , 318 E. Fair st.	Every Sunday, 2:00 p. m. I. O. O. F. hall, Alabama and Whitehall sts.
Chillicothe No. 181, Chillicothe, O.	C. C., P. Dorsey, Main st. Sec. O. T. Dewey, 308 E. Second st.	Second and Third Sunday. I. O. O. F. hall.
Wolverine No. 182, Jackson, Mich.	C. C., H. H. Dailey, 212 Seymour st. Sec., E. K. Chapman, Gould house, Cantland st. A. Swidensky , 311 Oak street.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A. O. U. W. hall, Mechanic and Main sts.
Knobley No. 183, Keyser, W. Va.	C. C., Dan'l Maloney, Piedmont, W. Va. Sec., J. W. Matlick, box 167.	First and Third Sunday 1:30 p. m. Clemen's hall cor. Main and Cet'r sts.
Blue Ridge No. 184, Clifton Forge, Va.	C. C., C. S. Buster. Sec., W. H. Lewis, box 497.	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Lanier No. 185, Selma, Ala.	C. C. W. H. English, 1221 Alabama st. Sec., A. M. Sledge, 660 Parkman st	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Birmingham No. 186, Birmingham, Ala.	C. C., H. L. Jordan, box 2, Woodlawn, Ala. Sec., Geo. Lumpkin, box 757. J. S. Brooks , 1919 Avenue C.	Second and Fourth Sundays, 2:00 p. m. K. P. hall, 1st ave. between 19th and 20th streets.
Sunbury No. 187, Sunbury, Pa.	C. C., J. H. Ellenberger, Third st. Sec., E. M. McAlpine, Northumberland, Pa. Geo. Ammerman .	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A hall, over Snyder & Co., Market st.
Stanberry No. 188, Stanberry, Mo.	C. C., T. J. Preston, box 271. Sec., A. F. Wilson, box 172.	Second and Fourth Sundays. 2:00 p. m. Trainmen's hall.
Frontier No. 189, Pt. Edward, Ont.	C. C., S. E. Finch. Sec., James B. Richardson, box 318, Sarnia, Ont.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Grafton No. 190, Grafton, W. Va.	C. C., M. H. Shields, Washington st, Sec., Z. C. Martin , box 215.	First and Fourth Sunday, 2:00 p. m. Brinkman's hall.
Yellowstone No. 191, Glendive, Mont.	C. C., J. M. Rapelje. Sec., T. P. Cullen box 13. W. Berry .	First and Third Wednesday, 2:00 p. m. Masonic Temple.
East Saginaw No. 192, East Saginaw, Mich.	C. C., F. Cogswell , care F. & P. M. depot, Sag- inaw, Mich., East Side. Sec., F. Gibson, 838 Second street.	First and Third Sunday, 1:00 p. m. K. P. hall, N. Washington st..
Bucyrus No. 193, Bucyrus, O.	C. C., A. J. Wurzauf, box 644. Sec., W. H. Miller, box 996. A. H. Gardner .	First and third Sundays, 2:00 p. m. Masonic Hall.
Boookfield No. 194, Brookfield, Mo.	C. C., J. F. Doan. Sec., J. I. Bryant. J. Bailey .	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Sierra Nevada No. 195, Sacramento, Cali.	C. C., J. D. Hatch, 821 H st. Sec., G. F. Willingham, 1805 O st.	Second and Fourth Sunday, 7:30 p. m. Y. M. I. hall, 7th st.
St. Johns No. 196, Jacksonville, Fla.	C. C., S. L. Earle, care J. M. & P. Ry. Sec , Geo. C. Floyd , care J. St. A. & H R. Ry.	First and Third Sundays, 9:00 a. m. K. of P. hall, Reed bldg,

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Brainerd No. 197, Staples, Minn.	C. C., R. Tufts. Sec., H. J. Porter , 1 box 218.	First and Third Sunday, 9:30 a. m.; I. O. O. F. hall.
Springfield No. 198, Springfield, Mass.	C. C., C. D. Anderson, 18 Bond st. Sec., A. P. Abbott, 34 Greenwood st. F. H. Newton , 34 Greenwood st.	2d Sunday, 2:00 p. m.. B & A. Granite building.
Pensacola No. 199, Pensacola, Fla.	C. C., E. A. Wallace, 614 N. Haynes st. Sec., A. A. Smith, 207 E. Gadsden st. Frank Matthews .	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Bradford No. 200, Bradford, Pa.	C. C., G. C. Fagnan, 65 Kennedy st. Sec., W. T. Bogart, 33 Jefferson st. H. N. Richmond , care B. B. & K. R'y	First and Third Sundays, 2:00 p. m. Odd Fellows' Hall, Main st.
McKees Rocks No. 201, Chartiers, Pa.	C. C., W. H. Hughes, box 302. Sec., D. H. Speer , Albert st., 32d ward Pitts- burgh, Pa.	First, third and fifth Sunday 7:30 p. m. 2d and 4th Monday 9:30 a. m. Christian's hall.
Augusta No. 202, Augusta, Ga.	C. C., S. L. Hollingworth, 941 Calhoun st. Sec., Jno. Hobbs , 139 E. Hunter st. Atlanta, Ga.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis & Jackson st.
Howe No. 203, Truro, N. S.	C. C., W. J. Dickson. Sec., W. McClafferty, box 110.	McKay's hall, Inglis st.
Quaker City No. 204, Philadelphia, Pa.	C. C., H. C. Rohrer, 836 No. 41st st. Sec., R. T. Tideman , 3695 Melon st.	Alternate Sundays, commencing Feb 8th, 1891, at 2:00 p. m. Dental hall N. W. cor 13th and Arch sts
R. E. Lee No. 205, Portsmouth, Va.	C. C., R. G. Waddy, 312 Willoughby av., Norfolk, Va. Sec., C. B. Armes, box 42 Crewe, Va. E. B. Lewis .	2d & 4th Sunday 1:30 p. m. Ashton hall, 305 High st.
Lincoln No. 206, Springfield, Ills.	C. C., J. H. Hunt, 915 E. Capital ave. Sec., F. G. Schmitt, 1112 E. Monroe st. Wm. Reilly , 1409 E. Washington st.	2d & 4th Sunday, at 2:00 p. m Redmen's hall, cor. 5th and Monroe sts.
Butler No. 207, Butler, Ind.	C. C., C. M. Yard. Sec., Geo. F. Stoner .	Second & Fourth Sundays, at 9:00 a. m. First and Third Mondays at 7:00 p. m.
Palmetto No. 208, Charleston, S. C.	C. C., Geo. W. Gruber. Sec., H. L. Pinckney, 2 Broad st.	First and Third Sundays at 11 a. m. Irish Vol. Hall, Vanderhorst st.
Pocatello No. 209, Pocatello, Idaho.	C. C., Theo. Swanson. Sec., W. H. Jones, box 421. J. T. Woods .	Every Sunday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210, Roanoke, Va.	C. C., J. W. Bondurant, care N. & W. R. R. Sec., J. F. Drish , 719 Second avenue, S. W.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall.
Stevens Point No. 211, Stevens Point, Wis.	C. C., F. E. Bement. Sec., G. W. Sweetman.	Every Tuesday evening. Good Templars hall.
Slater No. 212, Slater, Mo.	C. C., A. C. Reynerson, box 2. Sec., I. M. Bilea , box 526.	Second and Fourth Mondays, 2:00 p. m. 1st and 3d Sundays, K. of P. hall.
Barker No. 213, Michigan City, Ind.	C. C., A. E. Shires. Sec., W. C. Bush , box 320.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, cor. Mich. and Frank- lin streets.
Bartlett No. 214, Moncton, N. B.	C. C., T. Corbett. Sec., P. E. Heine , box 102.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215, Columbia, S. C.	C. C., O. E. Hughes, 54 Harden st. Sec., M. B. Green, acting.	2d & 4th Saturday, 8:00 p. m. K. of P. hall, Opera House bldg.
Ottumwa No. 216, Ottumwa, Ia.	C. C., T. Minahan 430 E. Main st. Sec., D. C. DuBois, Lamborn st.	Second and Fourth Mondays, 2:30 p. m. K. of P. hall, cor. Main and Green sts,
Anchor Line No. 217, Bennett, Pa.	C. C., E. R. Emery , 247 44th st, Pittsburg, Pa. Sec., W. H. Baird, 327 Renfrew st, Pittsburg, Pa.	2d & 4th Sunday, 1:00 p. m. Opera House Block.
Savannah No. 218, Savannah, Ga.	C. C., W. H. Wright, care De Soto Hotel. Sec., C. T. DeGraffenried, Davis Bros , Wadley, Ga Julius Bacot , 188 Lincoln st.	Second and Fourth Sundays, 10:00 a. m. K. of P. hall. cor. Barnard and York sts.
New Brunswick, No. 219, St. John, N. B.	C. C., James Millican. Sec., F. J. McPeake, St. John street, West Side.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
Fremont No. 220, Fremont, Nebr	C. C., W. P. Foote. Sec., E. E. Boggs, 620 E. Second street.	First and Third Sundays.
Charlotte No. 221, Charlotte, N. C.	C. C., R. W. Moore, box 132 N. Danville, Va. Sec., J. H. Smith, 209 W. Seventh st. T. P. Ross , 515 N. Church st.	First and Third Sundays, 2:00 p. m. Masonic hall.
Illinois Valley No. 222, Chillicothe, Ill.	C. C., G. M. Howard, R. 23, Dearborn sta. Chicago. Sec., F. W. Kimball, 4510 St. Laurence av., Chicago. John C. Muldell .	1st and 3d Sundays, 2:00 p. m. 2d and 4th Monday 7:30 p. m. Frederick's hall.
Algoma No. 223, Chapleau, Ont.	C. C., A. J. Albrant, box 108. Sec., H. L. Nicholson, box 128.	Second and Fourth Wednesdays. O. R. C. hall.
Wilmington No. 224, Wilmington, Del	C. C., Col. J. T. Layfield, 1226 King st. Sec., F. J. Boylan , 914 Linden street.	First and Third Sundays. U. V. L. Hall, 625 Market st.
Steuben No. 225, Hornellsville, N. Y	C. C., A. J. Loftus, 41 Erie avenue. Sec., W. E. Curtis , 253 Canisteo st.	Alternate Tuesdays 3 p. m. B. of L. E. hall, 137 Main st.
Horton No. 226, Horton, Kans.	C. C., W. A. Chamberlin. Sec., F. H. Plitenger , box 337.	Second and Fourth Sundays, 1:00 p. m. Donnellis hall.
Claude Champion No. 227, Lincoln, Nebr	C. C., J. T. Wiesman, 515 No. 13th st. Sec., O. S. Ward, 112 N. Eleventh st. H. E. Prentice , 812 H street.	First and Third Sundays, 2:30 p. m. Red Men's hall, 1519 Ost ,
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., L. S. Wells. Sec., G. H. Swinney, box 173.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall.
Nicolls No. 229, Reading, Pa.	C. C., J. W. Scott, 148 Franklin st. Sec., J. M. Bryan , 25 S. Front st.	Third Sunday, 10:00 a. m. Breneiser's hall, 8th and Penn sts.
Rome No. 230, Rome, Ga.	C. C., C. M. Fouché, 306 E. Fourth st. Sec., W. E. Russell , L. box 283.	Second and Fourth Sundays, 2:00 p. m. Broad street.
Vicksburg No. 231, Vicksburg, Miss.	C. C., A. J. Howard, care Washington hotel. Sec., A. L. Jaquith, 207 Walnut st.	2d & 4th Sunday, 8:00 p. m. Cor. Washington & Clay sts.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Sioux City No. 432. Sioux City, Ia.	C. C., E. Frazier. Sec., H. A. Shafer , 1214 8th st.	First and Third Sundays, 2:00 p. m. K. P. hall, s. w. cor. 4th & Nebraska sts
Bellows Falls No. 233. Bellows Falls, Vt.	C. C., A. G. Carlton, Brattleboro, Vt. Sec., W. H. Kinary, box 935.	Second Sunday, 2:00 p. m.; Fourth Sat urday, 7:30 p. m. G. A. R. hall.
Berkeley No. 234. Martinsburg, W. Va.	C. C., C. H. Shipley. Sec., G. V. Rathman , box 108.	Every Monday, 9:00 a. m. Peoples Nat'l Bank bldg.
Freeport No. 235. Freeport, Ill.	C. C., J. McLeod. Sec., F. L. Murphy, 168 Walnut st.	Second and Fourth Sundays, 2:30 p. m. K. of P. hall.
St. Cloud No. 236. St. Cloud, Minn.	C. C., W. S. Roath, box 1196. Sec., T. J. Kelley.	Second Mondays, 7:30 p. m.; Fourth Sunday, 2:30 p. m.
Worcester No. 237. Worcester, Mass.	C. C., H. M. Presney , care B. & A. R. R. Sec., D. W. Parkhurst, Blackstone st. freight office.	Second and Fourth Sundays, 11:00 a. m. Castle hall.
Sheridan No. 238. Chillicothe, Mo.	C. C., Wm. Kelly. Sec., H. S. Earll, L. box 76. F. B. Wheeler .	First and Third Monday, 1:30 p. m. I. O. O. F. hall.
Lexington No. 239. Lexington, Ky.	C. C., A. W. Staley, 287 E. High st. Sec., C. H. Petry , L. box 356, Mt. Sterling, Ky.	First and Third Sunday, 2:00 p. m. Odd Fellow's hall.
Hiawatha No. 240. Marquette, Mich.	C. C., J. E. Connell, 135 W. Ridge st. Sec., Sam'l Gibson. John J. Meehan , 112 Washington st.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
DeSoto No. 241. DeSoto, Mo.	C. C., W. C. Turner. Sec., A. A. Corneau , lock box 408.	First and Third Sundays, 7:30 p. m. K. of P. Hall.
Nipissing No. 242. North Bay, Ont.	C. C., Chris. T. Moyce , Pacific Hotel. Sec., J. H. Hughes, box 45.	Second and Fourth Wednesday.
Helena No. 243. Missoula, Mont.	C. C. & X.—C. H. Connor, box 295. Sec., M. B. Miles, box 591. Jno. Dowdell .	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244. Colorado Springs, Colo.	C. C., E. C. Heap, 613 So. Nevada ave. Sec., E. J. Woolheater, 621 E. Kiowa st. H. J. Stanley , 621 E. Kiowa st.	Every Thursday, K. of P. hall.
Winfield No. 245. Arkansas City, Kans.	C. C., J. A. Sterling, care Fifth Avenue Hotel. Sec., S. Thorp, 817 South A street.	
John McConiff No. 246. Wymore, Nebr.	C. C., George O. Hockett, lock box 15. Sec., L. E. Pratt.	Second and Fourth Sundays, 2:30 p. m. Odd Fellow's hall
Fishers Peak No. 247. Trinidad, Colo.	C. C., W. E. Gorman, 425 West Main street. Sec., H. T. Barrett , 811 Nevada ave.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248. Tuscumbia, Ala.	C. C., G. M. Shackelford. Sec., J. D. Perryman.	First and Third Sundays, 7:30 p. m. 2d and 4th Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249. Tacoma, Washington.	C. C., T. Brownier, 611 S. L st. Sec., J. B. W. Johnston , 810 s. G st. Box 976.	Second and Fourth Sundays, 1:30 p. m. 12th st. bet. Pacific av. & A st. Elk's hall
Twin City No. 250. Bristol, Tenn.	C. C., H. D. Millard. Sec., J. S. Akers.	Second and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251. Pine Bluff, Ark.	C. C., F. M. Cuiver, 807 Main st. Sec., W. W. Olcott.	
Holy Cross No. 252. Leadville, Colo.	C. C., L. A. Singleton, box 683. Sec., D. F. McPherson, box 683. Wm. McDole , 1311 Poplar st.	First and Third Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253. Ashland, Wis.	C. C., Ed. Cleary, Antigo, Wis. Sec., T. Kennedy , 723 8th ave. west.	Commencing Sept. 14th, 1890, will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254. Frankfort, Ind.	C. C., Wm. Businger, 600 N. Gentry st. Sec., H. J. Hille, 306 W. Morrison st. S. W. Merrill , 350 w. Walnut st.	Meets Second & Fourth Sundays. Old Masonic Hall.
Mountain No. 255. Medicine Hat, N. W. T.	C. C., Wm. Crawford. Sec., T. C. Blatchford .	First and Third Wednesday, 14 o'clock Masonic hall.
San Gabriel No. 256. Taylor, Texas.	C. C., T. A. Bunce, 820 Perez st. Sec., L. W. Cherrington, 414 N. 8th st., Waco, Tex. G. W. Bartholomew .	Every Sunday 2:00 p. m.
Herington No. 257. Hering on, Kans.	C. C., J. Reed. Sec., E. J. Clark , box 394.	2d and 4th Sunday 1:00 p. m. I. O. O. F. hall.
Aberdeen No. 258. Aberdeen, S. Dak.	C. C., B. J. Gilshannon, 303 Nicollet av. Sec.,	Second Sunday, 2:00 p. m. I. O. O. F. Hall
Waukesha No. 259. Waukesha, Wis.	C. C., Ira Yantis, 320 Wardrobe avs. Sec., Alonzo Tyler , 310 Grand ave.	1st & 3d Sunday, 2 p. m. Gove's hall, Main st. bet. Clinton st & Grand av.
Wabash No. 260. Forrest, Ills.	C. C., C. L. Corneau, lock box 36. Sec., E. A. Vahey, lock box 51. [H. Brennan] .	Second and fourth Sundays, 7:00 p. m. K. of P. Hall.
San Luis No. 261. San Luis Potosi, Mex.	C. C., J. F. Wilson. Sec., E. H. Hohne.	Every Thursday in O. R. C. hall. 8:00 p. m.
Red River No. 262. Cieburne, Texas.	C. C., W. McPike, lock box 55. Sec., W. H. Cummings, lock box 55. W D Davis .	First and third Saturday, 7:30 p. m. 2d & 4th Sunday, 2 p. m. I. O. O. F. Hall.
Cumberland No. 263. Cumberland, Md.	C. C., D. Lechlitter, 54 Bedford street. Sec., G. J. Schmutz, 41 Decatur street.	Every Sunday, 9:00 a. m. I. O. O. F. Hall.
Raleigh No. 264. Raleigh, N. C.	C. C., T. H. Chavasse, Weldon, N. C. Sec., C. B. Guthrie , 411 e. Lee st. Greensboro.	Second and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265. Chanute, Kan.	C. C., John C. Ramsey. Sec., P. Farrell, box 242. Geo. T. Bridges .	1st and 3d Monday, 12:30 p. m. Masonic Hall.
Staked Plains No. 266. Big Spring, Texas.	C. C., A. C. Hobart, 800 N. Stanton st., El Paso, Tex. Sec., H. G. Parry, lock box 30, Baird, Texas.	First and Third Sunday, 2:00 p. m. Hall in Bressie building.
Terminal City No. 267. Vancouver, B. C.	C. C., P. A. Barnhart, box 663. Sec. A. B. Forrest, box 859.	Second Sunday.

NAME NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Marion No. 268. Marion, Iowa.	C. C., F. M. Howard. Sec., E. B. Sutton.	Second and Fourth Sundays, 3:30 p. m. A. O. U. W. hall.
Border City No. 269. Van Buren, Ark.	C. C., R. S. Tait. Sec., Chas. Adams, box 189. R. S. Harnest.	First, Second, Third and Fourth Sunday, 2:00 p. m. K. of P. hall.
Youngstown No. 270, Youngstown, O.	C. C., J. Morris, 542 George st. Sec., Wm. McCoy, 49 Penn ave. Geo. Hopper , 525 Crossman ave.	First and Third Sunday 1:00 p. m. B. R. T. hall.
Cape Fear No. 271, Wilmington, N. C.	C. C., J. M. Walker, 122 Princess st. Sec., J. P. Russell 518 Mulberry st. W. L. Beery , care C. C. R'y.	First and Third Sunday, 2:30 p. m. K. P. hall
Montana No. 272. Glasgow, Mont.	C. C., H. J. Gleason. Sec., J. M. Hines.	First and Third Sunday 2:30 p. m.
Dickinson No. 273. Dickinson, N. Dak.	C. C., Geo. Ott. Sec., H. E. Hagerman, box 151.	Second and fourth Sunday. K. P. Hall.
Kaukauna No. 274. So Kaukauna, Wis.	C. C., F. H. Pease , Box 142. Sec., C. E. Burgess, Clintonville, Wis.	First and Third Sunday, 2:00 p. m. A. O. U. W. hall.
Gaudalupe No. 275. Yoakum, Texas.	C. C., W. Mounger, box 166. Sec., J. G. Dyas, box 166. L. L. Hieler.	Every Sunday, 1:00 p. m. Engineers' hall
Prairie View No. 276, Goodland, Kas.	C. C., A. E. King. Sec., W. J. Aurand, box 257. Grant Thorp.	
Sanford No. 277, Sanford, Fla.	C. C., W. A. Regan, Bartow, Fla. Sec., C. L. Mosby.	Second and Fourth Sunday.
Dennison No. 278, Dennison, Ohio	C. C., J. Fle cher, box 26. Sec., M. Reidy , box 26.	Second and fourth Sunday, 7:00 p. m. I. O. O. F. Hall.
Stuart No. 279, Stuart, Iowa	C. C., W. H. Wilde Sec., H. G. Nelson, box 39.	Second Monday and Fourth Sunday, 2:00 p. m.
Hope No. 280, Hope, Idaho	C. C., W. J. Lacey. Sec., W. J. Pillings, box 39.	
Glenwood, No 281, Glenwood, Pa	C. C., W. N. Herrold, Dyke street, 23d ward. Sec., W. M. Shipley, cor. Renova and Lytle sts. 23d Ward, Pittsburgh. Pa. H. L. Traister , 2d ave. 23d ward, Pittsburg, Pa	First Sunday and Third Monday, 9:30 a. m.
Needles No. 282, Needles, Cal.	C. C., A. M. Rice . Sec., W. H. Mills.	Meet every Thursday, 2:00 p. m., B. L. E. hall.
Marceline Div. No. 283, Marceline, Mo.	C. C., I. O. Wilkinson, 1123 2d st., Ft. Madison, Ia. Sec., H. C. Kenworthy.	
S. A. M. 284, Americus, Ga.	C. C., H. M. Stokes, 303 Furlow st. Sec., S. A. Borders.	
Tekoa No. 285, Spokane, Wash	C. C., J. H. McIntosh, lock box 415. Tekoa, Wash. Sec., C. P. Chamberlain .	Second and Fourth Sunday.
Kakabeka No 286, Ft. William Ont.	C. C., W. G. Niblock. Sec., R. McGregor .	Second and four h Friday.
Obrar No. 287, Albuquerque, N. M.	C. C., H. L. Keaggy. Sec., L. W. Roberts , 218 Broadway	Meet every Sunday in K. P Hall 2 p m
No. Danville No. 288, No. Danville, Va.	C. C., W. H. Goodman, Sec., J. F. Morton , R. & D. R'y, Danville, Va.	Second and fourth Sunday 2 p m, Steeger hall, Main.
Wheeling No. 289, Wheeling, W. Va	C. C., I. R. Fowler, box 175. Bridgeport, O. Sec., Wm. Hoffner, box 81, Bridgeport, O.	First and third Sunday, 1:30 p m. K. P. Hall 1223 Market St.
Wingo No. 290, Paducah, Ky.	C. C., T. J. Moore, care N. N. & M. V. R'y. Sec., A. G. Owsley, 1018 Jefferson st.	Every Sunday 1:30 p m. Roger's Hall, Broadway.
Morris No. 291, Hoboken. N. J.	C. C., H. H. Hoffman, 112 Third st., Newark, N. J. Sec., W. T. Rundo , box 5, S. Orange, N. J.	2d Monday add 4th Friday, 9:45 a. m. 73 Hudson st.
Deer Lick No. 292, Chicago Junction, Ohio.	C. C., W. H. Budd . Sec., D. E. Hilgartner, box 243.	1st & 3d Sunday, 2:00 p m G. A. R. Hall
Chas. Murray No. 293, Chicago, Ills.	C. C., C. H. Wheeler, 25 N. Campbell ave. Sec., A. L. Fish, 35 Maplewood ave. C. T. Harris , 32 N. Washtenaw ave.	2d Thursday and 4th Monday 2 p m. Dordon hall, 1180 W. Lake st.
Butte No. 294. So. Butte, Mont.	C. C., H. C. Gray. Sec., O. L. Chapman, box 70. Butte City, Mont. Thos. Slessman , Montana Union R'y.	2d & 4th Sunday, 8:00 p m. I. O. O. F. hall,
Snowy Range No. 295, Livingston, Mont.	C. C., J. F. Barnes. Sec., B. S. Robertson , L. Box 54.	
LaJunta No. 296, Raton, N. M.	C. C., J. J. Kelly, 1 bx 32. Sec., M. B. Heifner, 1 bx 32.	
Somerset No. 297, Somerset, Ky.	C. C., F. B. Gray, box 142. Sec., R. T. Welch .	Every Sunday 2:00 p. m.
Champaign No. 298, Champaign, Ills.	C. C., A. Wilson, 601 E. Clark st. Sec., F. Cooper, 110 W. Springfield ave.	Second and Fourth Sundays, 2:30 p m. G. A. R. hall.
Lima No. 299, Lima, Ohio.	C. C., J. P. Jackson, 728 South Elizabeth. Sec., G. S. Ritter, 642 No. Jackson st. A. M. Johnston , 608 east North st.	Second and fourth Sundays 2:30 p. m.
Dodge City No. 300, Dodge City, Kas.	C. C., J. R. O'Day. Sec., W. M. Riley, lock box 134.	
Seymour No. 301, Seymour, Ind.	C. C., M. C. Whitcomb , box 313. Sec., E. E. Gaskell, box 419.	Second and fourth Sundays 2 p m. Odd Fellows hall, 2d and Chestnut sts.
LaFayette No. 302, LaFayette, Ind.	C. C., J. E. Long, 159 Union st. Sec., W. A. Brissenden , c re Lahr House.	First and third Sunday 2:30 p m. Cor.. 4th and Ferry sts., R. M. Hall.
New Albany No. 303, New Albany, Ind.	C. C., B. H. Brown. Sec., Wm. B. Stamper, 507 Rear Market st. S. M. Mathews , 143 Bank st.	

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Pearl River No. 304. Canton, Miss.	C. C., J. W. Rust, Water Valley, Miss. Sec., W. R. Sykes , box 405.	
LaGrande No. 305. LaGrande, Oregon.	C. C., C. F. Brown, box 145. Sec., J. A. Matott. J. J. Hogan.	First and third Sundays 2 p. m. K. P. Hall.
Bay No. 306. W. Bay City, Mich.	C. C., G. B. Coryell. Sec., W. C. McGlone, 307 Dean st. Calvin Campbell , Grayling, Mich.	Second and Fourth Sunday 2 p. m. I. O. O. F. Hall.
Jersey Central No. 307. Jersey City, N. J.	C. C., H. A. Boyd, So. Amboy, N. J. Sec., O. J. Freeman , 139 Madison st., So. Easton, Pa.	Second Wednesday and 4th Sunday, 10-30 a. m.
Bluff City No. 308. Mt. Carmel, Ills.	C. C., S. C. Fow er. Sec., Chas. Finnell, box 565. B. F. Shively.	First and Third Sunday. Union Hall.
Scottdale Div. No. 309. Scottdale, Pa.	C. C., A. Kuhns. Sec., D. H. Hare , Box 192.	First and third Sundays at 2:00 p. m. in Burns' hall.
Mobile No. 310. Mobile, Ala.	C. C., P. J. Collins. Sec., J. P. Collins , 62 Dauphin st.	First and third Tuesday 2:00 p. m. I. O. O. F. Hall.
New Year No. 311. Way Cross, Ga.	C. C., J. H. Fenn. Sec., G. A. Croom. W. T. Forrester.	Second and Fourth Sunday, 7:30 p. m. B. of L. E. hall.
San Bernardino, No. 312. San Bernardino, Calif.	C. C., G. F. Taber, care S. C. R'y. Sec., S. M. Harris , 467 H st.	1st and 3d Monday 7:30 p. m. Allen's hall 4th and D sts.
San Xavier No. 313. Tucson, Ariz.	C. C., Lewis Davis, box 133. Sec., A. E. Carne box 133.	Wednesday 2:00 p. m. Masonic hall.
Allegheny City, No. 314. Allegheny, Pa.	C. C., T. F. Maloney, 3 Stanton ave. Sec., L. C. Stevenson, 221 Market st. R. F. Brown , 351 Chartiers st.	Second and 4th Sunday, 1 p. m. Washington hall.
Evansville No. 315. Evansville, Ind.	C. C., G. W. Lovejoy, 121 S. 13th st., Terre Haute. Sec., J. N. Frost, 420 Upper 6th st.	
St. Clair Tunnel No. 316. Fert Gratiot, Mich.	C. C., A. W. Loveland , box 32. Sec., A. J. Hemingway, box 147.	Second and Fourth Tuesday 1:30 p. m.
Elm City No. 317. New Haven Conn.	C. C., E. A. Lithgow, 94 Dewitt st. Sec., C. C. Ross , 21 Orange st.	Second and Fourth Sunday 1 p. m. Masonic Hall.
Asheville No. 318. Asheville, N. C.	C. C., L. E. Perry, care Glen Rock Hotel. Sec., J. S. Woodruff, care Glen Rock hotel.	First and 3d Sundays, 10 a. m.
Central No. 319. Central, S. C.	C. C., F. A. McCorkle. Sec., R. F. Cox.	
Miami Valley, No. 320. Dayton, Ohio.	C. C., P. J. Sweeney, 14 Folkert st. Sec., J. J. White, 1448 Wayne ave.	
Easter No. 321. Springfield, Mo.	C. C., C. H. Hasell, 420 south Grant st. Sec., W. O. Clarkson, 854 n Main st.	First and Third Tuesday, 2:00 p. m. Board of Trade building.
Blue Grass No. 322. Covington, Ky.	C. C., T. H. Wall , 714 Banklick st. Sec., M. D. Felkner, 65 W. 15th st.	1st & 3d Sunday, S. E. cor. 7th st. & Madison av.
Sprague, No. 323. Sprague, Wash.	C. C., F. A. Ressor. Sec., J. H. Kilgore, box 112. J. L. De Force.	Second and Fourth Sunday, 1:30 p. m. Masonic hall.
Bluefield No. 324. Bluefield, W. Va.	C. C., R. N. West. Sec., D. Woodside. A. J. Hearn.	1st Sunday, 10 a. m.; 3d Sunday, 2 p. m. A. F. & A. M. hall.
Grand Junction No. 325. Grand Junction, Colo.	C. C., A. E. Wolf. Sec., Geo. Mason.	Second Thursday and Fourth Sunday, 9:00 a. m. K. of P. H., Main st
New Castle No. 326. New Castle, Pa.	C. C., W. J. McKinley, 351 W. Washington st. Sec., P. Minnehan, care Nickum hotel. W. J. Green , Mahoningtown, Pa.	2d Thursday, 7:00 p. m. & 4th Sunday, 9:00 a. m. Jr. O. W. A. M. hall.
Golden Rule, No. 327. Effingham, Ills.	C. C., F. O. Green. Sec., T. H. Keith. S. S. Smith.	Second and Fourth Sundays 9 a. m
Potawattamie No. 328. Council Bluffs, Iowa.	C. C., E. W. Keene, 913 First av. Sec., W. J. Jameson, Masonic Temple.	2d & 3d Sunday, 2 p. m. Masonic Temple.
Champion City No. 329. Springfield, Ohio.	C. C., J. J. Fishbaugh. Sec., L. A. Rose , 305 n. Fountain ave.	First and Third Sunday, 2 p. m. K. P. hall, Main st
Emporia, No. 330. Emporia, Kas.	C. C., E. A. Maynard, box 1172. Sec., J. W. Lyons, 1 Elm St. E. A. Maynard.	3d & 4th Saturday, 8:00 p. m. Federation hall.
Susquehanna, No. 331. Columbia, Pa.	C. C., J. S. Snyder, 621 Walnut st. Sec., J. A. Rowan, 34 so. 4th st.	Second and Fourth Sunday, 4 p. m. Fendrick's hall.
Jonesboro, No. 332. Jonesboro, Ark.	C. C., F. D. Bateman, lock box 148. Sec., W. H. DeFrance.	Second and Third Sunday, 2:00 p. m. Odd Fellows hall.
Renovo, No. 333. Renovo, Pa.	C. C., J. J. Gallagher, box 308. Sec., J. B. Crispin.	Alternate Saturdays, 7:30 p. m.
Avondale, No. 334. Avondale, Ala.	C. C., T. S. Richardson, Anniston, Ala. Sec., A. B. Keyes, 632 ave. G., Birmingham, Ala. W. W. Mitchell.	1st and 3d Sunday 2:00 p. m. Daniel's hall.
Concord, No. 335. Concord, N. H.	C. C., Daniel Kingsley, White River Junc't, Vt. Sec., J. T. Woodbury, 12 Pearl st.	1st Sunday in each mo. at 2:00 p. m. K. of P. Hall, Main st.
Duluth Div. No. 336. Duluth, Minn.	C. C., J. C. McGreevey, care D. & I. R. Ry. Sec., Geo. L. Woolen, 213 17th ave. east.	Meets first and third Sunday, 10:00 a. m.
Illinois Div. No. 337. Chicago, Ills.	C. C., C. D. Collins, 241 Springfield ave. Sec., Jno. H. Leahy, 174 north Halstead.	Meets 2d and 4th Sundays at 2:00 p. m. LeGrand Hall.
Eldorado Div. No. 338. Eldorado, Kans.	C. C., F. Stearns, lock box 626. Sec., D. P. Moran, box 664. Lee Orr	Meets alternate Mondays comm. Nov. 7, 1892, at 4:00 p. m. A. O. U. W. Hall.



NO. 1.

JANUARY, 1892



VOL. IX.

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THE RAILWAY CONDUCTOR

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Chicago No. 1, Chicago, Ills.	C. C., F. S. Stimson, 2933 South Park avenue. Sec., E. A. Sadd, Room 1, Union Depot.	First and Third Sundays, 10:30 a. m. 83 Madison st., opp. McVicker's theater.
Buffalo No. 2, Buffalo, N. Y.	C. C., A. A. Love, 210 Allen st. Sec., H. S. Chapman, 71 Prospect st., Lockport, N Y	First, second and fourth Sunday, 2:00 p. m., over 198 E. Seneca street.
St. Louis No. 3, St. Louis, Mo.	C. C., J. Flory, 2014 Oregon avenue. Sec. and X.—W. F. Lewis, 2849 Russell avenue.	Second and Fourth Sundays, 1:00 p. m. Elk's Hall, Peoples Theatre.
Marshall No. 4, Marshalltown, Ia.	C. C., N. A. Williams, 7 W. Grant street. Sec., H. McFarlane, 103 S. First street.	First and Third Sundays, 10:00 a. m. A. O. U. W. Hall E. Main st.
Collins No. 5, Baltimore, Md.	C. C., H. Long. Sec., R. Stapleton, St. Denis, Md.	2d Monday, 10 a. m., 1st and 3d Tues., 8 p. m., Elk's hall, 11 E. Fayette st.
Battle Creek No. 6, Battle Creek, Mich.	C. C., J. H. Wilson, 402 Rawlins st., Port Huron. Sec., C. R. Martin, 370 E. Main street.	Second and Fourth Sundays, 2:00 p. m. Castle Hall, Morgan Block.
Houston No. 7, Houston, Texas.	C. C., J. E. Archer, 179 Texas avenue. Sec., H. B. Johnson.	Every Monday, 2:00 p. m.
Rochester No. 8, Rochester, N. Y.	C. C., J. O. Spelman, 229 Adams st. Sec., D. E. Phillips, 4 Rundel Park.	Every Sunday, 3:00 p. m. Reynolds Arcade.
Elmira No. 9, Elmira, N. Y.	C. C., H. C. Hoagland, 410 N. Main street. Sec., M. C. Slattery, 1108 Lake street. X., C. A. Wood, 209 Giltanen street.	Second and Fourth Sundays, 3:00 p. m. I. O. O. F. Temple.
Southern Tier No. 10, Sayre, Pa.	C. C., B. F. Randolph, Waverly, N. Y. Sec., G. A. Kennedy, box 297.	Teed's Hall.
Newton No. 11, Newton, Kas.	C. C., J. A. Baxter. Sec., C. W. Rankin. X.—G. W. Thornburg, 325 E. Third st.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Lackawanna No. 12, Scranton, Pa.	C. C., J. Finnerty, Dunmore, Pa. Sec., John Renchler, 529 N. Lincoln avenue.	Second and Fourth Sundays, 2:30 p. m. German I. O. O. F. Hall.
Union No. 13, St. Thomas, Ont.	C. C., T. C. Jones. Sec., J. Mackenzie, box 887.	1st and 3d Monday, 7:30 p. m.; 2d and 4th Sunday, 2:00 p. m. Masonic Bldg.
Cleveland No. 14, Cleveland, Ohio.	C. C., C. Corlett, 147 Seeley ave. Sec., C. P. Hodges, 5 Fairfield st.	Second and Fourth Sundays, 1:00 p. m. 52 Public Square.
Stratford No. 15, Stratford, Ont.	C. C., W. Lewis. Sec., R. T. Buchanan, box 488.	Second and Fourth Sundays, 2:30 p. m. Shakespeare Hall.
London No. 16, London, Ont.	C. C., A. Douglas, 275 Talbot street. Sec., John McAuliffe, 256 Hill street.	First and Third Sundays, 2:30 p. m. K. of P. Hall.
Toronto No. 17, Toronto, Ont.	C. C., J. Hall, 37 Melbourne avenue. Sec., W. H. Hoskin, 104 Farley avenue.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Magnolia No. 18, Temple, Texas.	C. C., F. G. McDaniel. Sec., C. Wreatham.	
Elkhart No. 19, Elkhart, Ind.	C. C., O. W. Wells, 907 Marie street. Sec., J. T. Wishart, 210 St. Joe street.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Garfield No. 20, Collinwood, Ohio.	C. C., S. E. Hughes, box 56. Sec., G. B. Carmer, box 40.	Every alternate Tuesday, 2:30 p. m. I. O. O. F. Hall.
Creston No. 21, Creston, Iowa.	C. C., G. M. Loughridge, ccr. Jefferson and Myr- Sec., [tle streets].	Fourth Sunday, 2:30 p. m., 2d Monday, 9:30 a. m. G. A. R. Hall.
Mason City No. 22, Sanborn, Iowa.	C. C., G. N. McCullow. Sec., A. W. Solon.	Second and Fourth Sunday, 2:00 p. m. Masonic Hall.
Sylvania No. 23, Tamaqua, Pa.	C. C., F. J. Wentz, Delano, Pa. Sec., M. L. Diefenderfer, Box 214.	First and Third Sundays, 10:00 a. m. Kern's Hall.
St. Albans No. 24, St. Albans, Vt.	C. C., J. A. Sturtevant. Sec., J. B. Wiley, 34 Upper Weldon st.	
Maple City No. 25, Watertown, N. Y.	C. C., O. A. Hine, 3 Arcade street. Sec., P. Redmond, 127 Arsenal street.	First and Third Sundays. Good Templar's Hall.

THE RAILWAY CONDUCTOR.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Toledo No. 26, Toledo, Ohio.	C. C., E. W. Purrett, 514 Magnolia street. Sec., H. O. Wright, care Penn depot. X— M. A. Loop , 652 Walbridge avenue.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows Temple.
Arnun No. 27, Hamilton, Ont.	C. C., J. L. O'Brien. Sec., James Ogilvie, Barton street, E.	First Monday, 8:00 p. m.; Third Wednesday, 9:30 a. m. St. George's Hall.
Carver No. 28, Atchison, Kas.	C. C., J. J. Kelly, 1101 N. Fifth street. Sec., H. Nesbit, Box 72.	Second and Fourth Saturday, 7:00 p. m. Masonic Hall.
Randolph No. 29, Ottawa, Ont.	C. C., F. A. McGuinness, 127 Cedar street. Sec., W. C. Wright, box 634, Brockville, Ont.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Ozark No. 30, Springfield, Mo.	C. C., C. R. Stewart, 614 W. Walnut street. Sec., S. L. Coover, Station A.	Second and Fourth Tuesdays, 2:00 p. m. Masonic Hall.
Star No. 31, Burlington, Iowa.	C. C., P. R. Kelley, 1309 Division street. Sec., M. W. Robinson, 1008 S. Third street.	First and Third Sundays, 2:00 p. m. Post Office building.
Keystone No. 32, Meadville, Pa.	C. C., M. Hough, 117 Pine street. Sec., G. A. Thompson, 356 Pine street.	Every Monday, 2:00 p. m. K. of P. Hall.
Clinton No. 33, Clinton, Iowa.	C. C., F. O. Hicks, 518 Camanche avenue. Sec., C. Wescott, 232 Third ave.	First Sunday, Third Monday. K. of P. Hall.
Boone No. 34, Boone, Iowa.	C. C., F. Champlin. Sec., W. B. Parkin.	First Monday 10:00 a. m. 4th Sunday, 2:00 p. m. I. O. O. F. Hall.
North Platte No. 35, North Platte, Neb.	C. C., George W. Hartman, L. box 245. Sec., N. C. Stone, L. box 302.	First Sunday, 8:00 p. m. Masonic Hall.
Arkansas Valley No. 36, Pueblo, Colo.	C. C., H. Hart, 926 Currie ave. Sec., C. J. Wilson, 226 so. Union ave.	Every Sunday, 2:00 p. m., 3d floor Riverside blk. 10½ N. Union ave.
Delaware No. 37, Phillipsburg, N. J.	C. C., L. P. Titus, 416 Spring Garden st. Easton, Pa. Sec., Samuel Phipps, Box 519.	First and Third Sundays, B. & D. Depot building.
Des Moines No. 38, Des Moines, Iowa.	C. C., Howard Case, 1230 W. Fifth street. Sec., E. J. Cavanaugh, 1442 W. Locust street.	Fourth Sundays, 10:00 a. m. Cor. W. 6th & Walnut.
Hannibal No. 39, Hannibal, Mo.	C. C., W. H. DeWitt, 509 Hill street. Sec., B. W. Shuts, 121 South Fourth street.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
St. Paul, No. 40, St. Paul, Minn.	C. C., J. D. Condit, Merchants hotel, St. Paul, Minn. Sec., F. M. Sanders, 2445 13th ave. S., Minneapolis. X., John H. O'Neill , Portland block.	First and Third Sundays, 3:00 p. m. Masonic Hall, Wabasha street, bet. 3rd and 4th avenue.
Major Morris No. 41, Chicago, Ills.	C. C. and X— G. D. Cruely , Blueisland, Ill. Sec., M. Shehan, 111 W. 47th street.	Second and Fourth Sundays, 10:00 a. m. 4847 State street.
Trenton No. 42, Trenton, Mo.	C. C., W. R. Hale. Sec., W. R. Hale, box 132.	First and Third Sundays, 2:00 p. m. 17 Elm street.
Central No. 43, East Syracuse, N. Y.	C. C., C. Monihan. Sec., J. W. Foot.	First and Third Sunday, 7:30 p. m. A. O. U. W. Hall.
Denver No. 44, Denver, Colo.	C. C., D. A. Clark. Sec., G. Griffin, Room 11, 1625 Champa street.	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Chapman No. 45, Oneonta, N. Y.	C. C., J. E. Baldwin. Sec., W. C. Gurney, box 133.	Second and Fourth Sundays, 2:30 p. m. Odd Fellows Hall.
Milwaukee No. 46, Milwaukee, Wis.	C. C., P. W. O'Neil, 628 Clybourn street. Sec., E. A. Sims, 1416 Chestnut street.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
North Star No. 47, Winnipeg, Man.	C. C., H. LaRose. Sec. F. J. Dorsey, 46 Lilly street. X— W. G. Chester .	Second Sunday, Fourth Friday, 8:00 p. m. Forrester's Hall, cor. Logan & Main st.
International No. 48, Detroit, Mich.	C. C., L. Nulton, Jr., 154 Howard street. Sec., F. C. Smith, 70 Woodward avenue.	First and Third Sunday, 2 p. m. 31 State street.
Moberly No. 49, Moberly, Mo.	C. C., Sam Paul, 816 W. Rollins street. Sec., Seth Palmer, 210 N. Brinkerhoff street.	Every Monday, 1:00 p. m. Hannah's Hall.
Hartford No. 50, Hartford, Conn.	C. C., W. J. Wallace, 47 Brook street. Sec., C. S. Brigham, 161 Capital avenue.	Second and Fourth Sundays, 2:00 p. m. Good Will Hall.
Tyrone No. 51, Tyrone, Pa.	C. C., W. C. Snyder, E. Tyrone, Pa. Sec., S. C. Cowen, box 124.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall.
Neversink No. 52, Port Jervis, N. Y.	C. C., T. E. Gray, 110 Ball st. Sec., I. B. Cole, 26 Prospect street.	Second and Fourth Sundays, 2:00 p. m. Engineers' Hall 88 Pike st.
Lone Star No. 53, Denison, Texas.	C. C., A. L. Dain, 105 E Morton. Sec., C. S. Williams, 822 Morgan st. X— C. N. Knowlton , 500 Burnett av.	1st and 3rd Sundays, 7:30 p. m., 2nd and 4th Sundays, 2:00 p. m. I. O. O. F. Hall.
New York City No. 54, New York, N. Y.	C. C., C. H. Dale, 105 W 103d st. Sec., C. F. Heitzman, 9 Windsor Place, Brooklyn.	Second Sunday, 12:00 m. 100 W. 24th street.
Kaw Valley No. 55, Kansas City, Mo.	C. C., W. Welch, care Union Depot. Sec., J. Ashley, Pleasant Hill, Mo. X— L. German , 909 E. Twelfth street.	Second and fourth Sundays, 2 p. m. Elks Hall, Main & 7th sts.
Z. C. Priest No. 56, Albany, N. Y.	C. C., C. B. Dillon, 523 Central avenue. Sec., J. Stearns, 556 Central avenue.	Third Thursday, 7:30 p. m. 55 South Pearl st.
Evergreen No. 57, Fort Worth, Texas.	C. C., W. R. Bell, 308 Broadway. Sec., R. M. Higgs, 317 South Calhoun street.	Every Tuesday, 2:00 p. m. K. of P. Hall, Main street.
Valley City No. 58, Cedar Rapids, Iowa.	C. C., A. D. Maxon. Sec., L. M. Peck.	First and Third Sundays, 2:30 p. m. Post Office Block.
Alamo No. 59, Texarkana, Ark.	C. C., Clarence Johnson. Sec., J. Carmichael, Texarkana, Texas, box 33.	Every Tuesday, 7:30 p. m. O. R. C. Hall.
Queen City No. 60, Sedalia, Mo.	C. C., F. L. Mead. Sec., D. A. Williams. X— V. P. Hart , city col.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall, 303 Ohio street.
La Crosse No. 61, La Crosse, Wis.	C. C., E. H. Thomas, 412 N. Fourth street. Sec., J. A. Emerson, care C M & St. P. Ry.	First and Third Sundays, 2:30 p. m. 903 Rose street.
Triumph No. 62, Lyndonville, Vt.	C. C., F. E. Stevens. Sec., E. Bigelow, Lyndon Center, Vt.	
Thurber No. 63, Austin, Minn.	C. C., S. L. Collins. Sec., W. H. McGuire. X— J. A. Morse , box 609.	First and Third Sundays, 7:00 p. m.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Erie No. 64, Erie, Pa.	C. C., S. F. Lytle, 1815 Myrtle st. Sec., Dan Scarry, 218 W. 17th st.	First and Third Sundays, 1:30 p. m. B. of L. E. Hall.
Campbell's Ledge No. 65, Pittston, Pa.	C. C., Wm. Dougherty, 711 N. Main street. Sec., William Mathewson, 539 Montgomery st., W. Pittston, Pa.	
Pine Tree No. 66, Portland, Maine.	C. C., W. Sprague, 36 Spring st., Auburn, Maine. Sec., S. S. Cahill, box 1063, Brunswick, Maine.	Third Sunday, 10:00 a. m. Rosini Hall.
Johnson No. 67, Waterloo, Iowa.	C. C., L. VanVleck, 329 Logan ave. Sec., G. O. Miller, 119 Manson street.	Second and Fourth Sundays, 1:30 p. m.
Baraboo No. 68, Baraboo, Wis.	C. C., W. F. Frenz. Sec., W. B. Kendall.	First and Third Sundays, 2:00 p. m. A. O. U. W. Hall.
El Paso No. 69, El Paso, Texas.	C. C., S. O. Lesser. Sec., A. W. Spencer.	Every Sunday, 2 p. m. K. of P. Hall.
Montezuma No. 70, Las Vegas, N. M.	C. C., C. Oder, East Las Vegas, N. M., Box 171. Sec., C. H. Stevenson, box 171, E. Las Vegas, N. M.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Chattahoochee No. 71, Columbus, Ga.	C. C., E. H. Musgrove, Rose Hill, Ga. Sec., R. B. Coleman, 1402 Fourth avenue.	
Greer No. 72, Fargo, N. Dak.	C. C., O. S. Humes, care Columbia hotel. Sec., M. S. Walsh, box 806.	Second and Fourth Sundays, 2:30 p. m. G. A. R. Hall.
Ashtabula No. 73, Ashtabula, Ohio.	C. C., R. Bycraft. Sec., A. E. Belden.	First and Third Sundays, 9:30 a. m. K. of H. Hall.
Henwood No. 74, Decatur, Ills.	C. C., E. H. Jones, 653 Central avenue. Sec., D. R. Reynolds, 653 E. North street.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., J. S. Randolph, 35 Quesnal street. Sec., John Mulligan, 23 Sussex street.	Second and last Wednesday, 1:00 p. m. West End Hall.
San Antonio No. 76, San Antonio, Texas.	C. C., W. H. Turner, box 313. Sec., W. A. Shafer, box 313.	Every Saturday, 10:00 a. m. I. O. O. F. Hall.
Palestine No. 77, Palestine, Texas.	C. C., G. B. Staats. Sec., B. F. Blount, box 65.	Every Sunday, 2:30 p. m. Masonic Temple.
Robinson No. 78, Savanna, Ills.	C. C., G. W. Ashford, box 457. Sec., F. B. Cornelius, box 32.	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., Sec., J. R. Nelson, 213 N. Jefferson street. X— G. W. Scott , 209 Washington st.	Second and 4th Sundays, 10:00 a. m. 108 S. Adams street, third floor.
West Farnham No. 80, Farnham, P. Q.	C. C., F. G. Martyn, W. Farnham, P. Q., box 82. Sec., J. Moreau, cr Brunswick Hotel, Sorel, P. Q.	First Wednesday, I. O. O. F. Hall.
Friendship No. 81, Beardstown, Ills.	C. C., C. Ireland. Sec., L. J. Golden, box 734.	Second and Fourth Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willott, 24 N. Canal street. Sec., Jerry Mullen, 405 W. Washington ave.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., O. N. Marshall, 434 N. Prairie street. Sec., C. E. Smith, 708 E. Brooks street.	Second and Fourth Saturdays, 7:30 p. m. College City Hall.
Perry No. 84, Perry, Iowa.	C. C., and X— F. L. Moore , box 583. Sec., H. P. Ward, box 621.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Williams A. T.	C. C. and X— C. H. Richardson . Sec., F. P. Secrist.	Every Sunday, 9:00 a. m. Wood's Hall.
Delta No. 86, Escanaba, Mich.	C. C., Jas. Fleming. Sec., M. W. Pillsbury, box 80.	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., Thos. Deane, 707 W. Graham street. Sec.,	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall.
DeFries No. 88, Point Levis, Que.	C. C., J. Huppe, box 22 South Quebec, P. Q. Sec., A. Roy, 41 Rue St. Etienne, Levis, P. Q.	Second and Fourth Sundays. B. of L. E. Hall.
Monon No. 89, Louisville, Ky.	C. C., H. C. McKinney. Sec., C. S. Dodson, 224 E. Oak street. [Ind. X— H. C. McKinney , care C. O. & S. W. Ry.	First and third Sundays, second and fourth Monday 9:30 a. m. Leiderkranz Hall, Market st.
Waseca No. 90, Waseca, Minn.	C. C., R. J. Mann. Sec., M. J. Hanson, box 47.	Second and Fourth Sundays, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., J. J. Blew, East Portland, Ore. Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 10:00 a. m. Elk's Hall 2d, street.
Terre Haute No. 92, Terre Haute, Ind.	C. C., A. J. Lee, 1519 E. Chestnut street. Sec., W. J. Strang, Wabash ave.	First and Third Sundays, 9:00 a. m. O. R. C. hall, Cor 7th st. & Wabash av.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., E. A. Weston, box 576. Sec., W. P. O'Hara, box 694.	Fourth Sunday, 2:00 p. m. Odd Fellow's hall, cor. 6th & Market st.
Geo. C. Cornwall No. 94, Wadsworth, Nev.	C. C., M. T. Coates. Sec., A. E. Lothrop.	Second & Fourth Sunday each month. 3:00 p. m. Staunton's hall.
Harvey No. 95, McCook, Neb.	C. C., F. C. Stuby. Sec., A. G. King.	Second and fourth Mondays, 10:00 a. m. Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., C. D. Judd, 54 Black Hawk st. Sec., W. E. Lindsay, 220 North avenue.	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor.
Roodhouse No. 97, Roodhouse, Ill.	C. C., W. E. S. Gibson. Sec., G. W. Bracey box 204.	Every Saturday. K. of P. hall.
Montgomery No. 98, Montgomery, Ala.	C. C., W. Nabors, 312 Herron street. Sec., J. C. Elliott, 323 Catoma street.	First and Third Saturdays, 8:00 p. m.
Milbank No. 99, Milbank, Dak.	C. C., T. R. McLain, Moutevideo, Minn. Sec., Fred Holzer, L. box 485.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Hollingsworth No. 100, Columbus, O.	C. C., J. W. Brown, 35 W. Goodale st. Sec., Dennis Clifford, 533 Kilbourn street.	Second and Fourth Sundays I. O. O. F. hall, So. High st
Mattoon No. 101, Mattoon, Ill.	C. C., J. W. Mansfield. Sec., W. W. Simpson, box 697.	Meets First and Third Sundays, 1:00 p. m. K. of P. hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Oatley No. 102, Grand Rapids, Mich.	C. C., F. Volkert, 554 S. Division street. Sec., S. H. Wallize, 77 Eighth avenue.	First and third Sundays, 10:00 a. m. Campan blk., S. Division st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., E. A. Orr, 136 Clifford avenue. Sec., and X— H. M. Mounts , 450 Broadway.	First and Third Sundays, 2:00 p. m. Red Men's hall, Griffith's blk. 36½ W. Washington st.
Millard No. 104, Middletown, N. Y.	C. C., J. E. Brazee. Sec., Wm. Faulkner, 18 Charles street.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., D. B. Griffin. Sec., R. E. Harris.	Second and Fourth Sundays, 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., Jno. E. Baker, 1210 2d ave. Sec., G. T. Sewall, Eldon, Ia.	First Sundays, 2:30 p. m.; Third Sunday, 7:30 p. m. A. O. U. W. hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., J. Devening, 242 W. Fourth street. Sec., Thos. Matlack, 1317 Russell street, Covington, Ky.	Second and Fourth Sundays. Odd Fellows hall, 6th and Walnut streets.
Crescent City No. 108, New Orleans, La.	C. C., W. Quinn, 198 Baronne st. Sec., and X— M. R. Neuhauser , 535 Marais street.	First and Third Tuesdays, 11:00 a. m.
Crawford No. 109, Galion, Ohio.	C. C., W. S. Taylor. Sec., L. S. Nelson, L. box 1265.	First Monday & following Sunday, & Third Monday & following Sunday. Monday, 7:00 p. m. Sunday, 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., C. E. McKeen, 112 Eighth street. Sec., E. W. Alexander, 1120 North street.	Second Sunday, 327 Market street. 2:00 p. m. Fourth Tuesday 7:30 p. m.
Los Angeles No. 111, Los Angeles, Cali.	C. C., J. J. Finn. Sec., and X— J. W. Benjamin , box 935.	First and Third Saturday 7:30, 107½ North Main street.
Centralia No. 112, Centralia, Ill.	C. C., E. L. Myers. Sec., J. L. Davis, box 297.	First and Third Sunday, 7:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., L. M. Thomas. Sec., C. J. Mahoney, 160 Locust street	Second and Fourth Sundays, 2:00 p. m. Royal Arcanum Hall, 16 S. Main st.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., John Walters, room 11 Union Station. Sec., G. E. Vance, 1309 11th St., Altoona, Pa	First and third Sundays, 9:30 a. m. U. V. L. Hall, 77 Sixth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., W. J. Martin, 1717 Seward st. W. Oakland, Cal. Sec., J. T. Marr, 364 E. 11th st. Oakland, Cal.	First and Third Saturday, 7:30 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., S. H. Wright, care Wright House. Sec., E. B. Willis, box 329.	
Minneapolis No. 117, Minneapolis, Minn.	C. C., G. M. Miles, 2106 Third avenue. Sec. and X— George Elmer , 705 Jewett Place.	Second and Fourth Sundays, 2:00 p. m. Elks hall 101 Washington avenue, S.
Danville No. 118, Danville, Ill.	C. C., J. F. Scott, care C & B. I Ry. Sec., E. S. Davis, 610 N. Kimball st.	Second and Fourth Sundays, 2:00 p. m. K. of H. hall.
Wayne No. 119, Ft. Wayne, Ind.	C. C., I. M. Van Slyke 14 W. Berry street. Sec., C. W. Taylor, 86 Wells st.	Every Sunday, 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., J. N. Creamer. Sec., J. M. Sewell, box 557. X— C. C. Scott , box 644	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, Dak.	C. C., M. H. Markey, Yankton, S. Dak., L. box 1183. Sec., J. J. Greene, 46 Montana street.	Second and Fourth Sundays, 9:30 a. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., C. D. Baker, Tenney Court, E. Somerville, [Mass.]	Third Sunday, 2:00 p. m., K. of H. hall, 730 Wash. st.
Macon No. 123, Macon, Ga.	C. C., J. M. Norman. Sec., C. L. Bruner, box 425. X— J. H. Hall , 620 Second street.	First and Third Sundays, p. m. I. O. O. F. hall, cor Mulberry st. and Cotton ave.,
Wahsatch No. 124, Ogden, Utah.	C. C. and X— J. W. Metcalf , box 396. Sec., P. Peterson, box 331	First Sunday, 1:30 p. m.; Third Saturday, 7:30 p. m., Castle hall, Fourth st.,
Friendly Hand No. 125, Andrews, Ind.	C. C., D. C. Anderson. Sec., A. H. Cutter, box 144.	First and Third Wednesday, and Second and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., M. J. Roche, 1436 S. Ninth street. Sec., J. G. O. Byrne, 219 so. 14th st.	First and Third Sundays, 2:00 p. m. K. of P. hall, 1210 Douglas street.
Wylie No. 127, Amboy, Ill.	C. C., A. A. Graves, box 438. Sec., C. D. Knowles, box 343.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall.
Cheyenne No. 128, Cheyenne, Wyo.	C. C., E. D. Woodmansee. Sec., E. B. Bond.	1st, 9th, 17th and 25th of each month. 2 p. m. K. P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., John Barber, Halstead, Pa. Sec., Thomas Summerton, box 104.	First and Third Sundays, 12:30 p. m. W. J. Day's hall, Main street.
Stadacona No. 130, Quebec, P. Q.	C. C., E. Reynolds, 2 Palace street. Sec., Eugene McKenna, 15 St. Famillee street.	
Little Rock No. 131, Little Rock, Ark.	C. C., W. Baldwin, 702 E. Ninth street. Sec., S. C. Paine, lock bx 261, Argenta, Ark.	Second, and Fourth Sundays, at 2:00 p. m. First and Third Sundays 7:30 p. m. O. R. C. hall, 1000 W. Mark ham street,
Salida No. 132, Salida, Colo.	C. C., R. J. Rives. Sec., C. L. Shively box 512.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Bowling Green No. 133, Bowling Green, Ky.	C. C., M. P. Grady, 126 Main st. Sec., J. C. Willett, box 143.	Every Sunday, 9:30 a. m. Wrights hall.
Bellevue No. 134, Bellevue, Ohio	C. C., C. K. Dryden. Sec., L. C. Brown, box 177.	Every Monday, 2:00. K. of P. hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Rock City No. 135, Nashville, Tenn.	C. C., A. J. Corbutt, 73 University street. Sec., W. N. Billings, 1209 S. Market street.	First and third Sunday 1:30 p. m. Pythian Hall, Union street.
Ashton No. 136, Huntington, W. Va.	C. C., T. K. Hunsaker, Ashland, Ky. Sec., W. Waldron, box 611.	First and Fourth Sunday, 1:30 p. m., K. of P. hall.
Osawatomie No. 137, Osawatomie, Kans.	C. C., T. E. Young. Sec., A. J. Scow, lock box 41.	1st and 3d Monday at 7:00 p. m. Workman hall.
Britton No. 138, Garrett, Ind.	C. C., J. G. Philbrick. Sec., J. H. Barnville, box 137.	Second and Fourth Sundays. O. R. C. hall.
Stanton No. 139, Knoxville, Tenn.	C. C., S. S. Pegram, box 661. Sec., C. W. Connor, 173 Gay street.	Second and Fourth Sundays, 9:00 a. m. I. O. O. F. hall.
New River No. 140, Hinton, W. Va.	C. C., R. H. Smith, L. box. 3. Sec., J. B. Parrott.	Second and Fourth Sundays, 2:00 p. m.
St. Joseph No. 141, St. Joseph, Mo.	C. C., L. F. Eib, 905 S. Fourteenth street. Sec., I. E. Kimball, 714 Felix st.	Every Sunday, 2:00 p. m. Geiwitz Hall cor. 10th & Olive sts.
Laramie No. 142, Rawlins, Wyo.	C. C., H. J. Zipt. Sec., Harvey Simpson, box 64, X. C. L. Kelley.	Second and Fourth Fridays, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143, Harrisburg, Pa.	C. C., Linford Clay, 1337 Sixth street. Sec., Geo. I. Wood, 1624 No. Third street.	First and Third Sundays, 1:00 p. m. Clark Sibles' hall, S. E. corner Third & Cumberland sts.
Derry No. 144, Derry Station, Pa.	C. C., A. S. Fite, box 41. Sec., C. S. Shaffer, box 28.	First & Third Thursdays, 8:00 p. m. and Second Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145, Conneaut, O.	C. C., H. D. Haight, box 292. Sec., W. E. Bender, box 251.	Every Wednesday, G. A. R. hall, Main st.
E. A. Smith No. 146, Fitchburg, Mass.	C. C., J. N. Boudreau, 20 Walnut street. Sec., J. J. Sullivan, 9 Fourth street.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147, Easton, Pa.	C. C., J. Hartzell, 310 Delaware street. Sec. P. P. Gulick, 724 Ferry street.	Second and Fourth Sunday, 2:00 p. m. Drake's Bld'g. S. Third street.
Lookout No. 148, Chattanooga, Tenn.	C. C., J. A. Stone. Sec. and X.— R. R. Stegall , 417 Gillespie st.	First and Third Sunday, 2:00 p. m.
Jackson No. 149, Jackson, Tenn.	C. C., J. D. Morgan. Sec. and X.— J. E. Barry , 418 S. Market St.	Every Saturday, 7:00 p. m. I. O. O. F. hall.
Kincaid No. 150, Utica, N. Y.	C. C., Frank E. Green. Sec., F. E. Tewksbury, 15 Roberts street. X—C. T. King , 3 Herkimer street.	Second & Fourth Sunday, 2:00 p. m. I. O. O. F. hall.
Two Harbors, No. 151, Neodeska, Kansas.	C. C., M. M. Thorp. Sec., C. H. Long.	
Richmond No. 152, Richmond, Va.	C. C., J. T. Cook, Manchester, Va. Sec., J. E. Puller, 1812 E. Broad st.	Third Sunday, 2:00 p. m.; First Monday 10:00 a. m. I. O. O. F. hall, cor Franklin & Mayo sts.
E. D. Horn No. 153, Mauch Chunk, Pa.	C. C., M. Gillespie, E. Mauch Chunk, Pa. Sec., E. H. Blakslee, E. Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154, Binghamton, N. Y.	C. C., J. Bowrosan, care Crandall House. Sec., W. E. Carpenter, Montrose, Pa.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155, Syracuse, N. Y.	C. C., W. J. Cochrane, 70 Orchard st. Auburn, N. Y. Sec., Byron Hart, 212 Fitch street.	First and Third Sunday, 2:00 p. m. Over D. L. & W. Depot.
Pennsylvania No. 156, Carbondale, Pa.	C. C., Boyd Case, 12 Dart avenue. Sec., W. H. Moyle, 80 Spring street.	Second and Fourth Sundays, 2:00 p. m. Mitchell's hall.
New England No. 157, Boston, Mass.	C. C., A. H. Brown, care F. R'y. Sec. and X.— W. R. Mooney , 34 Merrimac st., Nashua, N. H.	Third Tuesday, 10:00 a. m. K. of H. hall, 730 Washington st.
Alexandria No. 158, Alexandria, Va.	C. C., A. A. Davis, 723 Duke street. Sec., W. B. Smithers, 723 Duke street.	Second and Fourth Sundays, I. O. O. F. hall.
City of Mexico No. 159, City of Mexico, Mexico.	C. C., H. H. Greenleaf, box 256. Sec., and X.— W. C. Bradley , box 256.	First and third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independencia No. 3.
Wyoming Valley No. 160, Wilkesbarre, Pa.	C. C., J. R. Bennett, Ashley, Pa. Sec., J. H. Keithline, 235 South street.	First and Third Sundays, 1:30 p. m. I. O. O. F. Hall, 114 Public Square.
Parsons No. 161, Parsons, Kans.	C. C., W. K. Maxwell. Sec., H. E. Brown.	Second and Fourth Mondays, 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162, Philadelphia, Pa.	C. C., A. J. Jones. Sec., W. J. Maxwell, Chestnut Hill, Philadelphia.	Alternate Sundays, commencing Oct. 13th, 2:00 p. m. Dental hall, N. E. cor 13th & Arch sts.
Oil City No. 163, Oil City, Pa.	C. C., W. C. Downing, 9 Myers st. Sec., C. W. Stone, 418 North st.	First Sunday, 4:00 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., J. Sterling. Sec., E. G. Yoakum, box 397.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., W. H. Churchill. Sec., J. A. Slight, 24 Little street.	First and Third Sunday, 9:30 a. m. I. O. O. F. hall, 10 Scott avenue.
Licking No. 166, Newark, Ohio	C. C., S. F. Moore, 33 Clinton st. Sec., Ino. Thornton, care Yearley House. X—W. H. Budd , Monroeville, O.	First and third Sunday, 1:30 p. m. Miller hall.
Frontier City No. 167, Oswego, N. Y.	C. C., J. G. Palmer, Norwich, N. Y. Sec., J. Donovan, 239 W. 7th st.	Second and Fourth Sundays, at 4:00 p. m. Engineer's hall, N. Y. O. & W. bldg. East Oswego.
ersey Shore No. 168, Jersey Shore, Pa.	C. C., W. G. Fields. Sec., J. L. Boyer.	First and Third Sundays, 2:00 p. m.
Neptune No. 169, Jersey City, N. J.	C. C., P. M. Bryan. Sec., S. H. Philipps, 160 Franklin st., Elizabeth, N. J.	First and Third Sundays, 2:30 p. m. Roche's Hall, Grove & Morgan sts.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Camden No. 170. Camden, N. J.	C. C., J. G. Clark, 227 Bridge ave. Sec., J. P. Ancker, box 478 Mt. Holly, N. J.	First and Third Sunday, 1:30 p. m. Fourth Monday, 10:30 a. m. O. R. C. hall, Front & Market street.
Thos. Dickson No. 171. Troy, N. Y.	C. C., Jno. Donnelly, 49 Jas. st. Green Island, N. Y. Sec., D. O. Gibbs, 244 Ninth avenue.	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172. Altoona, Pa.	C. C., J. W. Rutter, 516 Seventh avenue. Sec., J. A. List, 1200 Seventeenth street.	First Saturday, 7:30 p. m.: Third Sunday 2:30 p. m. Metcalf hall, cor Union ave and 16th st.
Long Pine No. 173. Chadron, Neb.	C. C., A. M. Wright. Sec., J. W. Finnegan, box 315.	Every Sunday, 9:00 a. m. Castle hall.
Greensburg No. 174. Greensburg, Pa.	C. C., J. Baughman. Sec., C. F. Keeley.	Second and Fourth Sundays, 2:00 p. m.
Memphis No. 175. Memphis, Tenn.	C. C., and X— H. McDonald , Mill street. Sec., B. J. Jacoway, 603 Shelby st.	Every Sunday, 2:00 p. m. K. of P. hall, Hernando st.
Corning No. 176. Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., C. K. Lathrop, 24 E. Erie avenue.	First and Third Sundays, 2:00 p. m. Ansorge block
Alliance No. 177. Alliance, Ohio.	C. C., F. Fisher. Sec., M. R. Mathews, 734 Patterson street.	First and third Sunday, 1:00 p. m. K. of P. hall, E. Main st.
Great Northern No. 178. Grand Forks, N. Dak.	C. C., W. H. McGraw, Gt. N. Ry, St. Paul, Minn. Sec., W. H. Norrie, box 622 Crookston, Minn.	Third Sunday. K. of P. Hall, Third street.
Topeka No. 179. Topeka, Kans.	C. C., C. L. Short, 229 Madison st. Sec., T. P. Kelly, 227 Taylor street.	First and Third Sundays, 10:00 a. m. B. of L. E. hall, cor Adams & 4th sts.
Atlanta No. 180. Atlanta, Ga.	C. C., Sec., E. H. Acker, 318 E. Fair street.	Every Sunday, 2:00 p. m. I. O. O. F. hall, Alabama and Whitehall sts.
Chillicothe No. 181. Chillicothe, O.	C. C., John Kopp, 566 N. High street. Sec., T. D. Dewey, 308 E. Second street.	Second and Third Sunday. I. O. O. F. hall.
Wolverine No. 182. Jackson, Mich.	C. C., H. H. Dailey, 212 Seymour st. Sec., E. K. Chapman, 1005 Detroit st.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A. O. U. W. hall, Mechanic and Main sts.
Knobley No. 183. Keyser, W. Va.	C. C., J. Maloney, Piedmont, W. Va. Sec., J. W. Matlick.	First and Third Sunday 1:30 p. m. Clemen's hall cor. Main and Cet'r sts.
Blue Ridge No. 184. Clifton Forge, Va.	C. C., C. E. Pugh, box 85. Sec., W. A. Young.	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Lanier No. 185. Selma, Ala.	C. C. W. H. English, 1221 Alabama street. Sec., A. M. Sledge, 660 Parkman and Mitchell sts	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Birmingham No. 186. Birmingham, Ala.	C. C., W. C. Rabb, 2016 Avenue G. Sec., W. K. Atkinson, box 2	Second and Fourth Sundays, 2:00 p. m. K. P. hall, 1st ave. between 19th and 20th streets.
Sunbury No. 187. Sunbury, Pa.	C. C., Geo. P. Ammerman, Fourth street. Sec., J. B. Van Dyke, Box 836.	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A hall, over Snyder & Co., Market st.
Stanberry No. 188. Stanberry, Mo.	C. C., T. J. Preston, box 271. Sec., A. F. Wilson, box 172.	Second and Fourth Sundays, 2:00 p. m. Trainmen's hall.
Frontier No. 189. Pt. Edward, Ont.	C. C., S. E. Finch. Sec., James B. Richardson, drawer C.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Grafton No. 190. Grafton, W. Va.	C. C., M. H. Shields, Washington street, Sec., Z. C. Martin, box 215.	First and Fourth Sunday, 2:00 p. m. Brinkman's hall.
Yellowstone No. 191. Glendive, Mont.	C. C., J. M. Rapelje. Sec., T. P. Cullen.	First and Third Wednesday, 2:00 p. m. Masonic Temple.
East Saginaw No. 192. East Saginaw, Mich.	C. C., J. C. Brown, care F. & P. M. depot, Saginaw, [Mich., East Side. Sec., F. Gibson, 838 Second street.	First and Third Sunday, 1:00 p. m. K. P. hall, N. Washington st.
Bucyrus No. 193. Bucyrus, O.	C. C., A. J. Wurzauf. Sec., W. H. Miller.	First and third Sundays, 2:00 p. m. Masonic Hall.
Boookfield No. 194. Brookfield, Mo.	C. C., J. F. Doan. Sec., J. J. Bryant.	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Sierra Nevada No. 195. Sacramento, Cali.	C. C., J. D. Hatch, 821 H st. Sec., G. F. Willingham, 1805 O st.	Second and Fourth Sunday, 7:30 p. m. Y. M. I. hall, 7th street.
St. Johns No. 196. Jacksonville, Fla.	C. C., G. C. Floyd, care J. St. A. & H. R. Ry. Sec., T. B. Anderson, J. T. & K. W. Palatka, Fla.	First and Third Sundays, 9:00 a. m. K. of P. hall, Reed bldg.
Brainerd No. 197. Staples, Minn.	C. C., C. A. Harrison, Staples, Minn., box 256. Sec., S. Corrigan, Staples, Minn.	First and Third Sunday, 9:30 a. m.; I. O. O. F. hall.
Holyoke No. 198. Springfield, Mass.	C. C., C. D. Anderson, 18 Bond street. Sec., A. P. Abbott, 34 Greenwood st.	First Sunday, 2:00 p. m., K. of P. hall.
Pensacola No. 199. Pensacola, Fla.	C. C., E. A. Wallace, 320 E. Gadsden street. Sec., J. Eggart, 418 E. Intendencia street.	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Bradford No. 200. Bradford, Pa.	C. C., G. C. Fagnan, 65 Kennedy street. Sec., W. T. Bogart, 33 Jefferson street,	First and Third Sundays, 2:00 p. m. Odd Fellows' Hall, Main street.
McKees Rocks No. 201. Chartiers, Pa.	C. C., W. H. Hughes. Sec., D. H. Speer, Albert st. 32d ward Pittsburgh, Pa.	First, third and fifth Monday 7:00 p. m. 2d and 4th Monday 9:00 a. m. Christian's hall.
Augusta No. 202. Augusta, Ga.	C. C., S. L. Hollingworth. Sec., J. A. Hobbs, Atlanta, Ga.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis and Jackson sts.
Howe No. 203. Truro, N. S.	C. C., W. J. Dickson. Sec., W. McClafferty, box 110.	McKay's hall, Inglis st.
Quaker City No. 204. Philadelphia, Pa.	C. C., I. G. Happerset, 3728 Locust street. Sec., and X— F. W. McVeigh , 413 Wetherill st.	Alternate Sundays, commencing Feb 8th, 1891. at 2:00 p. m. Dental hall N. W. cor 13th and Arch sts
R. E. Lee No. 205. Portsmouth, Va.	C. C., R. G. Waddy. Sec., and X— C. B. Armes , box 42 Crewe, Va.	First Tuesday 8 p. m., 2d Sunday 10 a. m. and 4th Sunday 1:30 p. m. Ashton hall, 305 High street.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Lincoln No. 206, Springfield, Ills.	C. C., C. A. Webb, 1004 E. Washington street. Sec., F. G. Schmitt, 1112 E. Monroe street.	Second and Fourth Sundays, at 2:00 p. m. Redmen's hall, cor. 5th and Monroe sts.
Butler No. 207, Butler, Ind.	C. C., J. G. Oatman. Sec., M. Garrison, box 307.	Second & Fourth Sundays, at 9:00 a. m. First and Third Mondays at 7:00 p. m.
Palmetto No. 208, Charleston, S. C.	C. C., J. P. Russell. Sec. and X.—W. H. Evans, Charleston hotel.	First and Third Sundays at 3:00 p. m. Masonic Temple.
Pocatello No. 209, Pocatello, Idaho.	C. C., Theo. Swanson. Sec. J. S. Young.	Every Sunday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210, Roanoke, Va.	C. C., J. W. Bondurant, care N. & W. R. R. Sec., J. F. Drish, 719 Second avenue, S. W.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall.
Stevens Point No. 211, Stevens Point, Wis.	C. C., E. Hamilton, Rugby Junction, Wis. X.—C. B. Baker, box 414. Sec., M. McKernan, Chicago, Ill.	Every Tuesday evening. Good Templars hall.
Slater No. 212, Slater, Mo.	C. C., A. C. Reynerson, box 2. Sec., I. M. Rilea, box 326.	Second and Fourth Mondays, 2:00 p. m. 1st and 3d Sundays, K. of P. hall.
Barker No. 213, Michigan City, Ind.	C. C., A. E. Shires. Sec., W. C. Bush, box 320.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, cor. Mich. and Franklin streets.
Bartlett No. 214, Moncton, N. B.	C. C., T. Corbett. Sec. P. E. Heine, box 102.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215, Columbia, S. C.	C. C., O. E. Hughes, R. & D. R'y. Sec., B. F. Turner, 217 Blanding street.	Second and Fourth Sundays. K. of P. hall, Opera House bldg.
Ottumwa No. 216, Ottumwa, Ia.	C. C., T. Minahan 430 E. Main street. Sec., D. C. DuBois, Lamborn street.	Second and Fourth Mondays, 7:30 p. m. K. of P. hall, cor. Main and Green sts.
Anchor Line No. 217, Bennett, Pa.	C. C., Jno. Huebner, box 230. Sec., W. H. Baird, 327 Renfrew st, Pittsburgh, Pa.	Second and Fourth Sundays, 10:00 a. m. K. of P. hall, cor. Barnard and York sts.
Savannah No. 218, Savannah, Ga.	C. C., W. H. Wright, care De Soto Hotel. Sec., C. T. DeGraffenried, care C. R'y. Wadley, Ga.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
New Brunswick No. 219, St. John, N. B.	C. C., James Millican. Sec., F. J. McPeake, St. John street, West Side.	First and Third Sundays.
Fremont No. 220, Fremont, Nebr.	C. C., W. P. Foote. Sec., E. E. Boggs, 620 E. Second street.	First and Third Sundays, 2:00 p. m. Masonic hall.
Charlotte No. 221, Charlotte, N. C.	C. C., R. W. Moore, box 132 N. Danville, Va. Sec., J. H. Smith.	1st and 3d Sundays, 2:00 p. m. 2d and 4th Monday 7:30 p. m. Frederick's hall.
Illinois Valley No. 222, Chillicothe, Ill.	C. C., G. M. Howard, R. 23, Dearborn sta. Chicago. Sec., F. W. Kimball, 2726 Iglehart Place, Chicago.	Second and Fourth Wednesdays. O. R. C. hall.
Algoma No. 223, Chapleau, Ont.	C. C., Wm. Yule. Sec., H. L. Nicholson, box 128.	First and Third Sundays. Masonic Temple.
Wilmington No. 224, Wilmington, Del.	C. C., Col. J. T. Layfield. Sec., T. J. Boylan, 914 Linden street.	Second and Fourth Sundays, 3:00 p. m. E. O. M. A. hall, Bank of Hornellsville block.
Steuben No. 225, Hornellsville, N. Y.	C. C., A. J. Loftus, 41 East avenue. Sec., W. E. Curtis, 4 East Washington st.	Second and Fourth Sundays, 1:00 p. m. Donnelly's hall.
Horton No. 226, Horton, Kans.	C. C., W. A. Chamberlin. Sec., F. H. Pittenger, box 337.	First and Third Sundays, 2:30 p. m. Red Men's hall, 1519 O st.
Claude Champion No. 227, Lincoln, Nebr.	C. C., J. T. Wiesman, 515 No. 13th street. Sec., O. S. Ward, 1035 N street.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall.
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., J. Speer. Sec., G. H. Swinney, box 173.	Third Sunday, 10:00 a. m. Brenner's hall, 8th and Penn sts.
Nicolls No. 229, Reading, Pa.	C. C., George W. Brill, Delano, Pa. Sec., J. M. Bryan, 25 S. Front street.	Second and Fourth Sundays, 2:00 p. m. Broad street.
Rome No. 230, Rome, Ga.	C. C., C. M. Fouché, 306 E. Fourth street. Sec., W. E. Russell, L. box 283.	Every Sunday, 2:00 p. m.
Vicksburg No. 231, Vicksburg, Miss.	C. C., A. J. Howard, care Washington hotel. Sec., A. L. Jaquith, 207 Walnut street.	First and Third Sundays, 2:00 p. m. K. P. hall, s. w. cor. 4th & Nebraska sts.
Sioux City No. 232, Sioux City, Ia.	C. C., D. W. Pollard, box 365. Sec., W. G. Flack, box 365.	Second Sunday, 2:00 p. m.; Fourth Saturday, 7:30 p. m. G. A. R. hall.
Bellows Falls No. 233, Bellows Falls, Vt.	C. C., A. G. Carlton, Brattleboro, Vt. Sec., W. H. Kinary, box 935.	Every Monday, 9:00 a. m. Peoples Nat'l Bank bldg.
Berkeley No. 234, Martinsburg, W. Va.	C. C., D. McGinnis. Sec., G. V. Rathmann, box 108.	Second and Fourth Sundays, 2:30 p. m. K. of P. hall.
Freeport No. 235, Freeport, Ill.	C. C., J. McLeod. Sec., P. J. Joyce, in care of Brewster House. X—T. J. Foley, 62 Winnesheik, st.	Second and Fourth Mondays, 7:30 p. m.
St. Cloud No. 236, St. Cloud, Minn.	C. C., H. J. Work. Sec., W. S. Roath, box 1196.	Second and Fourth Sundays, 11:00 a. m. Castle hall.
Worcester No. 237, Worcester, Mass.	C. C., H. M. Pressey, care B. & A. R. R. Sec., D. W. Parkhurst, Blackstone st. freight office.	First Monday, 1:30 p. m.; Third Sunday, 9:00 a. m. I. O. O. F. hall.
Sheridan No. 238, Chillicothe, Mo.	C. C., Wm. Kelly. Sec., H. S. Earle, L. box 76.	First and Third Sunday, 1:30 p. m. Odd Fellow's hall.
Lexington No. 239, Lexington, Ky.	C. C., A. W. Staley, 287 E. High st. Sec., C. H. Petry, Mt. Sterling, Ky., L. box 40.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
Hiawatha No. 240, Marquette, Mich.	C. C., W. Sims, 134 Hewitt avenue. Sec., C. McKereghan, 201 Rock street.	First and Third Sundays, 7:30 p. m. K. of P. Hall.
DeSoto No. 241, DeSoto, Mo.	C. C., W. C. Turner. Sec., A. A. Corneau.	Second and Fourth Wednesday.
Nipissing No. 242, North Bay, Ont.	C. C., F. J. Lee. Sec., J. H. Hughes, box 45.	

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Helena No. 243, Missoula, Mont.	C. C. & X.— C. E. Snedaker , care N. P. Ry., Sec., M. B. Miles, act'g. [Missoula, Mont.]	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244, Colorado Springs, Colo.	C. C., W. S. Steele. Sec., E. J. Woolheater.	First and Third Sundays, 2:00 p. m.
Winfield No. 245, Arkansas City, Kans.	C. C., J. A. Sterling, care Fifth Avenue Hotel. Sec., S. Thorp, 817 South A street.	
John McConiff No. 246, Wymore, Nebr.	C. C., J. D. Pennington Sec., George O. Hockett, lock box 15.	Second and Fourth Sundays, 2:30 p. m. Odd Fellow's hall
Fishers Peak No. 247, Trinidad, Colo.	C. C., W. E. Gorman, 425 West Main street. Sec., H. T. Barrett.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248, Tuscumbia, Ala.	C. C., G. M. Shackelford. Sec., and X.— J. D. Perryman .	First and Third Sundays, 7:30 p. m. 2d and 4th Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249, Tacoma, Washington.	C. C., J. S. Page, 1914 G street. Sec., J. B. W. Johnson, box 976.	Second and Fourth Sundays, 1:00 p. m. Masonic hall.
Twin City No. 250, Bristol, Tenn.	C. C., H. D. Millard. Sec., M. C. Savage, box 136.	Second and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 261, Pine Bluff, Ark.	C. C., J. H. Neimeyer, box 88. Sec., T. O. Cooke, box 160.	
Holy Cross No. 252, Leadville, Colo.	C. C., L. A. Singleton, Salida, Colo., box 83. Sec., D. F. McPherson, box 683.	First and Third Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253, Ashland, Wis.	C. C., Ed. Cleary, Antigo, Wis. Sec., T. Kennedy, 503 Ninth ave. w.	Commencing Sept. 14th, 1890, will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254, Frankfort, Ind.	C. C., Wm. Businger, box 570. Sec., B. F. Haselton, 453 S. Clay street.	Meets Second & Fourth Sundays. Good Templars Hall.
Mountain No. 255, Medicine Hat, N. W. T.	C. C., Wm. Crawford Sec., T. C. Blatchford.	
San Gabriel No. 256, Taylor, Texas.	C. C., C. H. Turney. Sec., L. W. Cherrington, 414 N. 8th st., Waco, Tex.	Every Sunday 2:00 p. m.
Herington No. 257, Herington, Kans.	C. C., J. Reed. Sec., E. J. Clark, box 394.	Every Sunday in O. R. C. hall.
Aberdeen No. 258, Aberdeen, S. Dak.	C. C., B. J. Gilshannon. Sec., L. Garrity.	Second Sunday, 2:00 p. m. I. O. O. F. Hall
Waukesha No. 259, Waukesha, Wis.	C. C., Ira Yantis. Sec., A. Tyler.	First and Third Sunday, 2:00 p. m. Gove's hall, Main st. bet. Clinton st. and Grand ave.
Wabash No. 260, Forrest, Ills.	C. C., C. L. Corneau. Sec., H. Brennan, box 301.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
San Luis No. 261, San Luis Potosi, Mex.	C. C., J. F. Wilson. Sec., J. H. Thompson.	Every Thursday in O. R. C. hall. 8:00 p. m.
Red River No. 262, Cleburne, Texas.	C. C., W. McPike, lock box 55. Sec., W. H. Cummings, lock box 55.	First and third Saturday, 7:30 p. m. 2d & 4th Sunday, 2 p. m. I. O. O. F. Hall.
Cumberland No. 263, Cumberland, Md.	C. C., D. Lechlitter. Sec., G. J. Schmutz, 63 Decatur street.	Every Sunday, 9:00 a. m. I. O. O. F. Hall
Raleigh No. 264, Raleigh, N. C.	C. C., C. B. Guthrie, box 309, Greensboro, N. C. Sec., J. T. Busbee, 104 W. Harget street.	Second and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265, Chanute, Kan.	C. C., Geo. E. Carroll. Sec., P. Farrell, box 242.	First and third Monday, 12:30 p. m. Masonic Hall.
Staked Plains No. 266, Big Spring, Texas.	C. C., A. C. Hobart, 800 N. Stanton st., El Paso, Tex. Sec., J. G. Farnham, box 12.	First and Third Sunday, 2:00 p. m. Hall in Bressie building.
Terminal City No. 267, Vancouver, B. C.	C. C., G. F. Risteen, box 36. Sec., J. W. Stewart, box 36.	Second Sunday.
Marion No. 268, Marion, Iowa.	C. C., Robert Templeton. Sec., C. R. Cornelius.	Second and Fourth Sundays, 2:30 p. m. A. O. U. W. hall.
Border City No. 269, Van Buren, Ark.	C. C., F. E. McDermott. Sec., Chas. Adams.	First, Second, Third and Fourth Sun- day, 2:00 p. m. K. of P. hall.
Youngstown No. 270, Youngstown, O.	C. C., J. Morris, 304 North avenue. Sec., F. J. Phelps, 19 Creig st., Newcastle, Pa.	First and Third Sunday 1:00 p. m. B. R. T. hall.
Cape Fear No. 271, Wilmington, N. C.	C. C., J. M. Walker, 115 South Second street. Sec., J. T. Alderman, 119 N. Mulberry street.	First and Third Saturdays, 8:00 p. m. K. P. hall
Montana No. 272, Glasgow, Mont.	C. C., H. J. Gleason. Sec., I. M. Hines.	First and Third Sunday 2:30 p. m.
Dickinson No. 273, Dickinson, N. Dak.	C. C., Geo. Ott. Sec., H. E. Hagerman.	Second and fourth Sunday. K. P. Hall.
Kaukauna No. 274, So. Kaukauna, Wis.	C. C., F. H. Pease, Box 142. Sec., C. E. Burgess.	First and Third Sunday, 2:00 p. m. A. O. U. W. hall.
Gaudalupe No. 275, Yoakum, Texas.	C. C., W. B. Goode, box 166. Sec., J. G. Dyas, box 166.	Every Sunday, 1:00 p. m. Engineers' hall
Prairie View No. 276, Goodland, Kas.	C. C., W. B. Usher. Sec., W. J. Auran.	
Sanford No. 277, Sanford, Fla.	C. C., L. L. Elkins. Sec., C. L. Mosby.	
Dennison No. 278, Dennison, Ohio.	C. C., J. Fletcher, box 830, Uhricsville, O. Sec., C. A. Snyder, box 460.	Second and fourth Sunday, 7:00 p. m. I. O. O. F. Hall.
Stuart No. 279, Stuart, Iowa.	C. C., J. W. Russell. Sec., O. S. Bundy.	Second Monday and Fourth Sunday, 2:00 p. m.
Hope No. 280, Hope, Idaho.	C. C., W. J. Lacey. Sec., W. J. Pillings.	

NAME NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Glenwood, No. 281, Glenwood, Pa.	C. C., W. N. Herrold, Dyke street, 23d ward. Sec., W. M. Shipley, cor. Renova and Lytle sts. 23d Ward, Pittsburgh. Pa.	First Sunday and Third Monday, 9:30 a. m.
Needles No. 282, Needles, Cal.	C. C., W. A. Patner. Sec., W. H. Mills.	Meet every Thursday, 2:00 p. m., B. L. E. hall.
Marceline Div. No. 283, Marceline, Mo.	C. C., I. O. Wilkinson, 1223 2d st., Ft. Madison, Ia. Sec., H. C. Kenworthy, box 91.	
S. A. M. 284, Americus, Ga.	C. C., W. J. Matthews. Sec., H. M. Stokes.	
Tekoa No. 285, Tekoa, Wash.	C. C., J. H. McIntosh. Sec., E. J. Palmer.	Second and Fourth Sunday.
Kakabeka No. 286, Ft. William, Ont.	C. C., W. A. Brown. Sec., R. M. McGregor.	Second and fourth Friday.
Obrar No. 287, Albuquerque, N. M.	C. C., H. L. Keagy. Sec. and X— L. W. Roberts. , Cor. Lead ave. and Walter st.	Meet every Sunday in K. P. Hall 2 p m
No. Danville No. 288, No. Danville, Va.	C. C., W. H. Goodman. Sec., A. M. East.	Second and fourth Sunday 2 p m, Steege hall, Main.
Wheeling No. 289, Wheeling, W. Va	C. C., I. R. Fowler, box 175. Bridgeport, O. Sec., Wm. Hoffner, box 81, Bridgeport, O.	First and third Sunday, 1:30 p m. K. P. Hall 1223 Market St.
Wingo No. 290, Paducah, Ky.	C. C., T. J. Moore, care N. N. & M. V. R'y. Sec., O. H. Lawson, 536 Harrison Ave.	Every Sunday 1:30 p m. Roger's Hall, Broadway.
Morris No. 291, Hoboken, N. J.	C. C., N. Devoe. Sec., W. T. Rundio.	
Deer Lick No. 292, Chicago Junction, Ohio.	C. C., W. H. Budd, 126 S. Maple st., Akron, O. Sec., D. E. Hilgartner, box 243.	First Tuesday 2 p m, third Wednesday 7 p m
Chas. Murray No. 293, Chicago, Ills.	C. C., F. Roundy, 25 N. Campbell ave, 1st flat. Sec., A. L. Fish, 1170 Fulton st.	Second Sunday 7 p m, fourth Monday 2:00 p m.
Butte No. 294, So. Butte, Mont.	C. C., H. C. Gray. Sec., H. I. Russell.	First and third Sunday 2 p m. second and fourth Sunday 7:30 p m Ozark hall
Snowy Range No. 295, Livingston, Mont	C. C., J. F. Barnes. Sec., R. S. Robertson, L. Box 54.	
LaJunta No. 296, LaJunta, Colo.	C. C., Ira Blizard. Sec., H. W. Bartlett, Col. Springs, Col.	
Somerset No. 297, Somerset, Ky.	C. C., F. B. Gray, box 142. Sec., R. T. Welch.	Every Sunday 2:00 p. m.
Champaign No. 298, Champaign, Ills.	C. C., A. Wilson. Sec., F. S. Cooper, 110 W. Springfield ave.	
Lima No. 299, Lima, Ohio.	C. C., J. P. Jackson, 728 South Elizabeth. Sec., T. J. Tivenin, 201 1/2 So. Main street.	Second and fourth Sundays 2:30 p. m.
Dodge City No. 300, Dodge City, Kas.	C. C., C. S. Templeton. Sec., W. M. Riley.	
Seymour No. 301, Seymour, Ind.	C. C., M. C. Whitcomb, box 313. Sec., E. E. Gaskell, box 419.	Second and fourth Sundays 2 p m.
LaFayette No. 302, LaFayette, Ind.	C. C., J. E. Long, 159 Main St. Sec., W. A. Brissenden, c re Lahr House.	First and third Sunday 2:30 p m. Cor., 4th and Ferry sts., R. M. Hall.
Patoka No. 303, Huntingburg Ind.	C. C., J. H. Decker, care L. E. & St. L. R'y. Sec., G. W. Scott, care L. E. & St. L. R'y.	
Pearl River No. 304, Canton, Miss.	C. C., J. W. Rust, Water Valley, Miss. Sec., Wm. James, Water Valley, Mi s., L box 405.	
LaGrande No. 305, LaGrande, Oregon.	C. C., C. F. Brown. Sec., J. A. Matott.	First and third Sundays 2 p m. K. P. Hall.
Bay No. 306, W. Bay City, Mich.	C. C., J. Hayhoe. Sec., W. C. McGlone, 307 Dean st.	Second and Fourth Sunday 2 p. m. I. O. O. F. Hall.
Jersey Central No. 307, Jersey City, N. J.	C. C., H. A. Boyd, So. Amboy, N. J. Sec., O. J. Freeman, 139 Madison st., S. Easton, Pa.	
Bluff City No. 308, Mt. Carmel, Ills.	C. C., B. F. Shively. Sec., Chas. Fennell.	First and Third Sunday. Union Mall.
Scottdale Div. No. 309, Scottdale, Pa.	C. C., A. Kuhns. Sec., D. H. Hare, Box 192.	First and third Sundays at 2:00 p. m. in Burns' hall.
Mobile No. 310, Mobile, Ala.	C. C., G. E. Strohecker, 217 St. Emanuel street. Sec., H. T. Goodloe, 163 Eslava st.	First and third Sundays 10 a m. I. O. O. F. Hall.
New Year No. 311, Way Cross, Ga.	C. C., Fenn. Sec., Olmsted.	
No. 312, San Bernardino, Calif.	C. C., G. F. Taber. Sec., S. W. Harris, 467 H st.	
San Xavier No. 313, Tucson, Ariz.	C. C. Lewis Davis, box 133. Sec., A. E. Carne, box 133.	
No. 314,		
Evansville No. 315, Evansville, Ind.	C. C., G. W. Lovejoy, 121 South 13th st., Terre Haute, Ind. Sec., J. N. Frost, 420 Upper 6th st.	
St. Clair Tunnel No. 316, Fort Gratiot, Mich.	C. C., A. W. Loveland. Sec., A. J. Heningway.	Second and Fourth Tuursday 1:30 p m.
Elm City No. 317, New Haven Conn.	C. C., E. A. Lithgow, 94 Dewitt st. Sec., C. C. Ross, 21 Orange st.	Second and Fourth Sunday 1 p m. Masonic Hall.
No. 318,		

Ladies Auxillary to the Order of Railway Conductors--Directory.

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Worthy Vice-President—MRS. A. W. BROWN, 313 West Jefferson street, Elkhart, Ind.
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Grand Senior Sister—MRS. A. A. SHUMAKER, 105, Star avenue, Columbus, O.
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MRS. ROSE STONEHOUSE, - - - - - Creston, Iowa.
 MRS. G. M. SAUER, - - - - - Ft. Wayne, Ind.
 MRS. F. NORTHWAY, - - - - - Elkhart, Ind.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Loyalty Division No. 2, Creston, Iowa.	President—Mrs. Rosa Stonehouse, Creston, Ia. Secretary—Clara Rouse, Creston, Iowa.	First and third Saturdays, 2:30 p. m. Potter Post Hall, E. Montgomery St.
Capital City Div. No. 3, Columbus, O.	President—Mrs. A. A. Shumaker, 105 Star Ave. Secretary—Mrs. Ed. Higgins, 689 S. Front street.	Second and fourth Thursdays, 2:30 p. m. I. O. O. F. hall, South High street
Andrews Div. No. 4, Elkhart, Ind.	President—Mrs. H. Hussey, Aspinwold avenue. Secretary—Mrs. C. H. France, 325 Jefferson St.	Second and fourth Thursdays, 2:30 p. m. G. A. R. hall.
Erickson Div. No. 5, Philadelphia, Pa.	President—Mrs. C. L. Springer, 803 N. 26th St. Secretary—Mrs. A. H. McCauley, Tacony.	Alternate Wednesdays, 2:30 p. m. Early's hall, 1321 Arch street.
Banner Div. No. 6, Toledo, Ohio.	President—Mrs. J. H. Moore, 423 Langdon street. Secretary—Mrs. F. J. Stout, 536 Western Ave.	First and third Fridays, 2:30 p. m. I. O. O. F. Temple, Jefferson & Erie sts.
Newark Div. No. 7, Newark, Ohio	Pres.—Mrs. John Doyle, 128 Vallandigham, Pa. Secretary—Mrs. J. W. Perry, 150 S. Third street.	Second and fourth Fridays, 2:30 p. m. Miller's hall.
Eastern Star Div. No. 8, Sunbury, Pa	President—Mrs. Robert Kline. Secretary—Mrs. Joe Vandvke.	Second and Fourth Wednesday. Snyder's Hall E. Market st.
New Jersey Division No. 9, Camden, N. J.	President—Mrs. Ella Elms. Sec. and Treas.—Mary Thorn.	Alternate Tuesdays. O. R. C. Hall Front and Market sts., Camden, N. J.
Easter Lily Div. No. 10, Frankfort, Ind.	President—Mrs. Wm. Businger. Sec. and Treas.—Mrs. Hillie.	Second and Fourth Wednesday, O. R. C. rooms on Main st.,
St. Louis Div. No. 11, St. Louis, Mo.	President—Mrs. Joseph Flory, 2014 Oregon ave. Sec.—Mrs J. M. Babcock, 2121 Bismark St.	Meets alternate Wednesdays.
Nickle Plate No. 12, Bellvue, Ohio.	President—Mrs. Chas. Burgess. Sec.—Mrs. Freeman Nye.	Meet alternate Thursdays in K. of P. Hall.

Hotel Directory.

The following is a Directory of the principal Hotel in the places named, and Conductors may recommend them to the traveling public without hesitation.

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CLIFTON HOTEL.—Thoroughly renovated and refurnished, and is now in charge of

ART MAXON, Manager.
Formerly Passenger Conductor B., C. R. & N.

WINNIPEG, MANITOBA.

LELAND HOUSE.—Graduated Prices. Recently furnished. The finest hotel in the northwest. Pure spring water. Corner City hall square, Main and Albert streets.
W. D. DOUGLAS & Co., Proprietors.

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Superb Equipment, Excellent Train Service.
Fast Time, and Courteous Employees
make the

Fitchburg Railroad.

The Favorite Line.

Fast Express Trains

With elegant PALACE PARLOR and SLEEPING CARS to and from

CHICAGO and BOSTON,

—AND—

ST. LOUIS and BOSTON,

—VIA—

Niagara Falls,

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The Popular Route for all points in Northern New York, Vermont, and Canada.

The Only Line running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes, and Burlington, Vt.

The Picturesque Route from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

Elegant Palace Sleeping Cars to and from

MONTREAL and BOSTON without change.

For Time Tables, etc., apply to any Agent of the Fitchburg Railroad.

J. R. WATSON,
Gen'l Pass. Agent, Boston, Mass.
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Bright Clear Beautiful

Can there be any reason assigned why a man whose business brings him in contact with *oil and dust* should not return to his home at the close of his day's labor with face and hands as clean as those of his neighbor, the merchant? No! is the answer to the question, if he uses

Glenn's Sulphur Soap

One cake of this efficacious and harmless remedy for removing DIRT and every species of discoloration, will perform its work, leaving hands and face the perfection of

Health and Purity.

Before the healing influences of GLENN'S SULPHUR SOAP, Abrasion of the Skin, Pimples, Sores, and all unsightly eruptions vanish, and in their stead appears a skin as

Clear as Alabaster.

For sale by all Druggists.

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ARE YOU SOCIAL?

Do you know that we have the Largest
Line of

O. R. C. CARDS,
Ball Invitations and Programs?
Send 10c. postage for samples.
S. D. Childs & Co., Chicago.

THAT PUNCH ANY GOOD?

The "Crocker" is the best Ticket
Punch made, it will wear and give satisfaction.

Price with any Initial \$2.50.

Post Paid on Receipt of Price.

S. D. Childs & Co., Engravers,
Chicago.

Apr 92

HAIRS SWEEPED UP

From the "work-shops" of
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"It has been held on good authority that many cases of baldness are parasitic, and due to micro-organisms gathered from unclean brushes and combs."—*New-York Medical Record.*

"Packer's Tar Soap is an excellent antiseptic, and especially useful in parasitic diseases."—DR. GEO. H. ROHÉ, *Medical Chronicle, Baltimore.*

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"The persistence of ITCHING is peace-destroying and exhausting to the vital powers."—BARTHOLOW.

"Packer's Tar Soap soothes while it cleanses," and is "a luxury for shampooing."—*Medical Standard, Chicago.*

25 Cents. All Druggists, or
PACKER MFG. CO. 100 Fulton St. N. Y.

* Packer's First Reader sent free to Bald-headed class.

Mar 92x

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More
Money is Made
every year by **Agents**
working for us than by any
other company. Why don't
you make some of it? Our
circulars which we send **Free**
will tell you how. We will pay
salary or commission and furnish
outfit and **team** free to every
agent. We want you now.
Address
Standard Silver Ware Co.
Boston, Mass.

BE A MAN

APOLLO WAS A PERFECT MAN.



PERFECT IN FORM!—MATCHLESS IN WARRIOR
So anxious were the ancients for stalwart men that
puny boys at birth were put to death.
Every **MAN** can be **STRONG**
and **VIGOROUS** in all respects.
YOUNG MEN OR OLD,
suffering from **NERVOUS**
DEBILITY, Physical Decay,
Loss of Strength, or Mental
Worry, caused by Sickness, Excesses
or Overwork restored to **PERFECT**
HEALTH and the **NOBLE VITALITY**
of **STRONG MEN**, the Pride and Power
of Nations. We claim by years of prac-
tice by our exclusive methods a uniform
"**MONOPOLY OF SUCCESS**" in
treating **ALL DISEASES**, Weakness
and Afflictions of Men. Testimonials
from 50 States and Territories.
OUR NEW BOOK will be sent free, sealed, post-
paid, for a limited time. Get it
while you can. Full explanations for **HOME TREAT-**
MENT. You can be **FULLY RESTORED** as Thousands
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ERIE MEDICAL CO. BUFFALO, N.Y.



MATRIMONIAL!

Package of Cabinet Size Pictures.
Also full written descriptions (including
residences) of respectable ladies
who want to correspond for fun or
matrimony, sent in plain, sealed enve-
lope, for only 10 cts. We have 3.0 Glad
members of every age and nationality;
many of them are beautiful and
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June 92

MEN
BE MANLY

We will send you the
MARVELOUS and
UNFAILING
French Preparation,
CALTHOS
FREE by **PREPAID**
MAIL, and a legally
executed guarantee
that **CALTHOS** will
STOP all Discharges,
CURE Varicocele and
RESTORE Lost Vigor.

USE IT & PAY IF SATISFIED.
Von Mohl Co., Importers, Cincinnati, Ohio.

— TAKE — Peak's Dyspepsia Remedy!

NEVER FAILS. BEEN IN USE
FIVE YEARS.

Sample bottle by mail 50c. Address
H. M. PEAK, Ellmore, S. C.

Jan 92

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If you suffer from **Catarrh**, in any of its forms, it is your duty to yourself and family to obtain the means of a certain cure before it is too late. This you can easily do at an expense of **one cent** for a postal card, by sending your name and address to **Prof. J. A. Lawrence, New York**, who will send you **FREE**, by return mail, a copy of the original recipe for preparing the **best and surest remedy ever discovered for the cure of Catarrh** in all its various stages. Over **one million** cases of this dreadful, disgusting, and oft-times fatal disease have been cured permanently during the past five years by the use of this medicine. **Write to-day** for this **FREE** recipe. Its timely use may save you from the death toils of Consumption. **DO NOT DELAY** longer, if you desire a speedy and permanent cure. Address **Prof. J. A. LAWRENCE, 88 Warren St., New York.**
Nov. Jan, Mar

PILES.

Nov. 92.

Dr. Williams' Indian Pile Ointment is a sure cure for Blind, Bleeding and Itching Piles. It absorbs the tumors, allays the itching at once, and gives instant relief. Every box is warranted. Sold by druggists. Sent by mail on receipt of price. 50 cents and \$1 per box.

WILLIAMS MFG CO., Propr's, Cleveland, Ohio.

BEATTY ORGANS
Church, Chapel and Parlor Organs,
Grand, square and Upright. **PIANOS**
Beautiful Wedding, Birthday or Hol-
iday Presents. Great BARGAINS.
Write for Catalogue. Address,
DANIEL F. BEATTY, Washington, New Jersey.

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again. I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life-long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office.

H. G. ROOT, M. C., 183 Pearl St., N. Y.

May 92

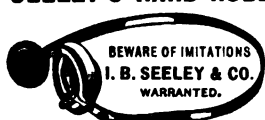
CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, with a VALUABLE TREATISE on this disease to any sufferer who will send me their Express and P. O. address.

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May 92

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Will retain the most difficult forms of HERNIA or RUPTURE with comfort and safety, thereby completing a radical cure of all curable cases. Impervious to moisture, may be used in bathing; and fitting perfectly to the form of body, are worn without inconvenience by the youngest child, most delicate lady, or the laboring man, avoid ing all sour, sweaty, padded unpleasantness, being Light, Cool, Cleanly, and always reliable. The Correct and Skillful Mechanical Treatment of HERNIA or RUPTURE A SPECIALTY. EITHER IN PERSON OR BY MAIL.

25 YEARS REFERENCES:—Prof. S. D. Gross, D. Hayes Agnew, Willard Parker, W. H. Parsons, Dr. Thomas G. Morton, and Surgeon-Generals of the U. S. Army and Navy. Our "Mechanical Treatment of Hernia or Rupture and Price List," with illustrations and directions for self-measurement, mailed on application.

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Jan 92



For over FIFTY YEARS this old sovereign remedy for CATARRH and all its attendant maladies has been in use. It was introduced by CHAS. BOWEN, in 1835, and while other remedies have appeared, and after a brief period gone out of existence. THE OLD MARSHALL'S SNUFF sales double each year. All Catarrhal affections, a COLD IN THE HEAD and headache proceeding from it are QUICKLY CURED, and it often REMOVES DEAFNESS. Keep bottle well corked. Notice the fac-simile signature of CHAS. BOWEN on the label.

PRICE 25 CENTS PER BOTTLE.

For sale by all druggists.

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For the Skin, Scalp and Complexion. The result of 20 years' experience. For sale at Druggists or sent by mail, 50c. A Sample "Take and 125 page Book on Dermatology and Beauty, Illustrated; on Skin, Scalp, Nervous and Blood Diseases and their treatment, sent sealed on receipt of 10c; also Disfigurements like Birth Marks, Moles, Warts, Horns and Powder Marks, Scars, Pimples, Redness of Nose, Superfluous Hair, Pimples, &c., removed.

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Send to 319 W. 45th St., N. Y., for Samples of GARFIELD TEA. Overcomes results of bad eating; cures Sick Headache; restores the Complexion; cures Constipation.

Garfield Tea. Overcomes results of bad eating; cures Sick Headache; restores the Complexion; cures Constipation.



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Containing nearly 300 advertisements (with testimonials) of ladies and gentlemen wanting correspondents. Copy in plain sealed wrapper 10c. HEART and HAND, 69 Dearborn St., Chicago, Ill.

Fat People

Desiring to reduce their weight can do so at home without starving or injury,—10 to 15 pounds a month. Permanent results. Send for proofs. Mar. 92 DR. CLARKE, 186 S. Clark St., Chicago.



FAT FOLKS

reduced 15 to 25 pounds per month. Mrs. Sarah Barner, of Leavenworth, Kas., says: "My weight, 275 lbs, was a burden. I am reduced 87 lbs. your treatment is a grand success."

PATIENTS TREATED BY MAIL. No starving, no inconvenience, harmless and no bad effects. Strictly confidential. For circulars and testimonials address with 6c. in stamps. Dr. O. W. F. SNYDER, McVicker's Theatre, Chicago, Ill.

—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

CATARRH

Gives Relief at once for Cold in Head. Apply into the Nostrils.—It is Quickly Absorbed. 50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.



Nov. 92

Assets Over \$200,000, December 31, 1890.

LIABILITIES NONE.

We don't talk against other companies but we attend to our own business and

PAY CLAIMS.

The strongest Mutual Accident Association in the United States is the

**RAILWAY
OFFICIALS AND EMPLOYEES'
ACCIDENT ASSOCIATION,**

Indianapolis,

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Indiana.

OFTEN BECOMES

The
Wheel
of
Progress.



The
Wheel
of
Misfortune.

SAMUEL HARMON, passenger conductor on the C. H. & S. R'y, lost one of his legs by falling under the wheels, on March 21, last. He was insured with the RAILWAY OFFICIALS and EMPLOYEES ACCIDENT ASSOCIATION of Indianapolis for \$5000, and on March 25, upon receipt of the news, a draft for \$2500 was sent to Superintendent H. O. Pond to be delivered to Conductor Harmon, this being HALF THE FACE OF HIS POLICY, to which he was entitled for the loss of one arm or one leg.

WHILE WE LIVE.

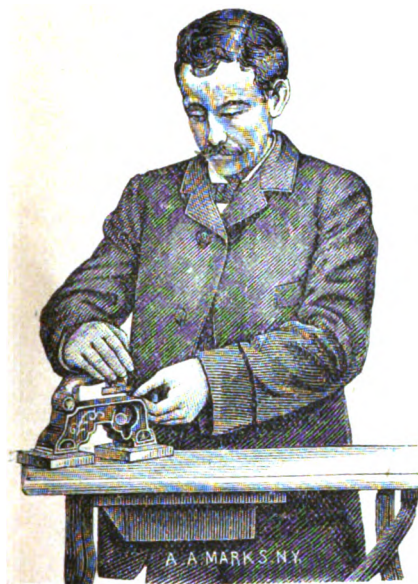
Not long ago two men were killed on the Denver & Rio Grande railroad. They were both insured in the Railway Officials' and Employes' Accident Association, of Indianapolis, Indiana. A night message was sent to W. K. Bellis Jan. 26th, received 27th, notifying him of the death of O. H. Cutler, and immediately, on receipt of the same, he wired a funeral benefit to the widow in care of W. A. Duell, superintendent of the Denver & Rio Grande railway, Pueblo, Colorado. And the same day a draft for the balance was mailed to R. L. Willard, their agent at Denver, to hand to the widow.

Brakeman Ralph Steddie died in the Salida hospital on the morning of February 1, from injuries sustained in a wreck a week earlier; and his remains were shipped to North Platte, Nebraska. Mrs. States, his widow, was met at the depot by R. L. Willard, and the funeral benefit, \$250.00 handed her at 5:15 p. m. same day he died, Willard having received same by wire from Indianapolis, through the First National Bank of Denver, in three hours from the time the message was sent.—From the Western Railway, March, 1891

Dec 91

Legs and Arms with Rubber Feet and Hands.

(Mark's Patents.)



Indorsed by the United States government, the Industrial Exhibition Commissioners of New York, Philadelphia, Atlanta, New Orleans, etc., the eminent surgeons in the country, and over 12,000 men, women and children who wear them, residing in all parts of the world

The rubber foot and hand possess the most natural appearance, the greatest durability and comfort of all artificial limbs. Vast numbers of mutilated men and women are, by the use of rubber hands and feet, enabled to mingle with the rest of the world without betraying their loss or experiencing great inconvenience.

Railroad men who have lost one or more of their limbs, are enabled to resume their vocations by the use of these remarkable inventions.

WELLSVILLE, Columbiana Co., Ohio.

A. A. MARKS, New York:

Dear Sir:—It gives me great pleasure to inform you that the rubber hand you made for me is entirely satisfactory, and pleases me greatly, as I hold the position of ticket agent at a prominent point on the Pennsylvania Company's lines, and having a large number of tickets to stamp daily with the rubber hand, and having used the same for about five years, I am in a position to know the value of the hand. I have seen a great many artificial hands, yet I have never seen one to compare with mine for a good fit, servability, and durability.

Yours truly, JOHN WOOLLEY.

A conductor on a Western Express is the marvel of those who have been let into his secret. Although having had both of his feet amputated, he is a conductor of extraordinary ability.

He passes through his train when going at the rate of fifty miles an hour; he collects and punches tickets with the suavity of one proud of his position. The car jolts, hitches, sways and he retains his balance without the least awkwardness.

At stations he alights with agility, watches his passengers and gives signals, boards his train and walks the passageway with the steadiness of one possessing his natural legs.

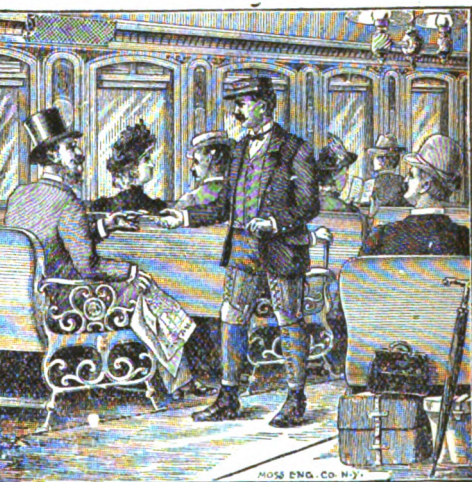
Day after day for three years he has performed this round of duty, and not a soul has had occasion to suspect that he operates on a pair of artificial legs with rubber feet, and only those to whom he voluntarily reveals his condition ever know of his dependence on artificial extremities. His movements are graceful, his appearance is natural, his step is firm and elastic, and his power is complete.

All this is made possible by the use of rubber, of which the feet are largely composed; the old styles of artificial limbs, with wooden feet and mechanical joints, would render this man unsafe, tottlish, unsteady and unfit for a position that requires sound footing. The engraving represents Mr. Wade operating on his artificials in his chosen profession.

By a copyright formula, furnished by us on request, applicants can supply us with all the data necessary to secure fit and satisfactory results, while they remain at home. One half the legs and arms furnished by us are made from measurements and profiles, without seeing the wearers. This new method is a great convenience for those living at a distance. Fit always guaranteed.

A treatise of over 430 pages, with 258 illustrations, and a thousand indorsements and testimonials will be sent free of charge. Address,

Established Over 38 Years,
Nov92



A. A. MARKS,
701 Broadway, New York City.

ESTABLISHED 1874.**GRAND SPECIAL SALE OF THE
WATHIER :: RAILWAY :: WATCH****At an Enormous Reduction from the Regular price,**

The "WATHIER RAILWAY" Movement is made in our own factory by skilled workmen, especially for those who are in quest of a Watch far above the ordinary in accuracy as a time-keeper. We can honestly guarantee this Movement to be the best produced in America. It is equipped with all the latest improvements of value as follows: Solid Nickel, beautifully Damaskeened with Gold, Full Rubby Jeweled 44 pairs in Solid Gold Settings, Chronometer Balance, Safety Pinion, Patent Regulator, Improved Dust Band, Double Sunk Porcelain Dial with Red Marginal Figures, accurately

ADJUSTED TO HEAT, COLD, ISOCHRONISM AND SIX POSITIONS.**Best in the World.****Wathier's
Railway Watch.****Over 5,000 Now****Being Used by
Railroad Men.**Warranted to Pass the most Critical Examination of Expert Railroad Inspectors.

We place before you six different styles of cases, from which to choose. The denominated Coin Silver are guaranteed Solid Silver throughout. The Gold Filled Cases are of the highest grade, being 14K in quality, with Solid Gold Crowns and Thumb Pieces, and warranted by the manufacturer and ourselves to wear 20 years.

3 oz. Coin Silver Case, Open Face or Hunting, with Wathier's Railway Movement, as described above.....	\$25.00
4 oz. Coin Silver Case, Open Face or Hunting, with same Movement.....	\$35.00
14K Gold Filled Case, Open Face, Full Engraved, warranted to wear 20 years, with same Movement.....	\$45.00
14K Gold Filled Case, Hunting, Full Engraved, warranted to wear 20 years, same Movement.....	\$55.00
14K Gold Filled Case, Open Face, Louis XIV Style (see cut) Full Engraved in Assorted Designs, warranted to wear 20 years, with same Movement.....	\$65.00
14K Gold Filled Case, Hunting, Louis XIV Style (see cut) Full Engraved in Assorted Designs, warranted to wear 20 years, with same Movement.....	\$75.00

Any complete Watch, as listed above, will be shipped by Express, C. O. D., subject to a thorough examination, on receipt of \$1.00 as a guarantee of good faith. The \$1.00 will be credited on the bill; balance to be paid at the Express Office.

Jos. P. Wathier & Co.,Manufacturers, Importers and Wholesale Dealers, Watches
Diamonds and Jewellery,**178 West Madison Street,****Chicago, Ills**

REFERENCES:—Your local bankers, managers of Express companies doing business in Chicago, the Prairie State National Bank of Chicago, and publishers of this Journal.

Our new Illustrated catalogue will be sent to any address on receipt of 10c for mailing expenses.


Our Watch and Jewelry Repair Department is one of the best in the country. We employ the most expert workmen, and guarantee satisfaction, however complicated may be the work, at the lowest wholesale prices.

THE RAILWAY CONDUCTOR guarantees this firm to be trustworthy and reliable.

MAY 12

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THE RAILWAY CONDUCTOR.

17

 The only wholesale watch house in the United States willing to send watches C. O. D. to consumers on approval without advance money.



HILL: He Pays the Express.

No Money Required Until After Full Examination.

The Railroad Man's Watch.

The case is the world famed "JAMES BOSS"

14-k gold filled, warranted to wear for 20 years, equal to solid gold, of their latest style, dust proof, full hand engraved, perfect in workmanship, and fitted with a *B. W. Raymond*, Elgin, or *Appleton, Tracy & Co.*, Waltham, 15 Ruby Jewels, Pat. Regulator, Full Adjusted, Double Sunk Dial, Breg. Hair Spring, Stem Wind and Stem Set, Full Plate, and tested to stand the most exacting railroad inspectors.

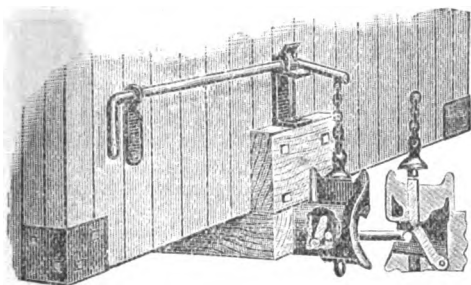
Our Price Only: hunting Case, \$29.50;
Open Face, \$27.00.

We can furnish the above movements in open face 3-oz. Coin Silver, Screw Bezel Case, for \$19.50, or in Silverine 3-oz. open face, for \$16.00.

We will send any of the above watches to your express office C. O. D., subject to full examination. If on examination at the express office you find it as represented, pay the express agent the amount, we paying all charges, and it is yours, otherwise you pay nothing and it will be returned at our expense. Address,

Nov. 92

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SAFFORD'S Automatic Draw Bar.

Never Has Been Even Equaled in Freight Service.

Over 21,000 made this year, all the slanders to the contrary notwithstanding. A uniform link and pin coupler, automatic, —is the best ever used with air brakes in freight service.

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For the Finest, Handsomest and
Lowest-Priced

Regalia and Jewels

FOR THE

Order of Railway Conductors,

WRITE TO

The M. C. Lilley & Co., Columbus, O.

The Largest Manufactory of Secret Society
Goods in the World.

Jan. 92

Jaros Hygienic Underwear.

"WOOL FLEECE KNIT."

Men's Women and Children's Underwear, Comfort Coats, and Jackets, Chest Protectors, Bowel and Kidney, Etc., Etc.



Approved by

P. M. ARTHUR

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of the Brotherhood of Locomotive Engineers.



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F. P. SARGENT

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of the Brotherhood of Locomotive Firemen.



Acknowledged by Editors, Railway Conductors and in use by Railway Employes throughout the country.

The wear is recommended by leading physicians in Europe and America, endorsed by U. S. Army and U. S. Navy Equipment Boards, Police and Fire Departments of large cities.

Particularly indicated in Rheumatism, Pulmonary Consumption, Kidney Disease and Bowel Complaints as well as a general preventative of colds caused by changes of temperature.

Our 80 page Treatise containing also reports and recommendations as above mailed on application.

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May 92

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We carry one of the finest stocks in the country, Diamonds, Watches, Jewelry and elegant novelties for presentations. Goods shipped to any address C. O. D. approval. Satisfaction guaranteed.

Our 236 page illustrated catalogue sent on application. Send roc for agents terms, etc.

Lappel buttons, emblems and Brotherhood goods of every description.

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Dec 91

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Janney Coupler

—FOR—

Freight

AND

Passenger CARS.

THE MCCONWAY & TORLEY CO.,

SOLE MANUFACTURERS,

PITTSBURG,

PA.

Mar 92

BICYCLES
Given Away
FREE.

WORTH
\$45

FREE FOR BOYS AND GIRLS UNDER 18
YEARS OF AGE.
WITHOUT ONE CENT OF MONEY.

If any boy or girl under 18 wants an elegant High Grade Safety Bicycle they can obtain it free without one cent of money. We shall give away, on very easy conditions, 1,000 or more.

DESCRIPTION OF BICYCLE. The wheels are 26 inches with crescent steel rims and molded rubber tires, and run on hardened steel cone bearings, adjustable to wear; geared to 46 inches; detachable cranks; four to five inches throw; frame finely enameled, with nickel trimmings. Each machine is supplied with tool bag, wrench and oiler. Equal in quality to those sold on the market for \$45.00. We have both boys' and girls' styles. We deliver the bicycle free of all charges anywhere in the U. S. If you want one write at once to **WESTERN PEARL CO., 334 Dearborn St., Chicago, Ill.**

Aug. 92

10,050 COPIES OF
"20 Years with the Indicator"
Have been sold to April 15th, 1891. A large 8vo. book, 285 pages, price \$2.50. It is full of information. Ask your bookseller to get it and take no other.
Apr. 92

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ROSES PLANTS TREES

THEY GROW--THEY BLOOM.

Catalogue Free 150 pages describing one of the most complete stocks in the U. S.

38 YEARS. 700 ACRES. 25 GREENHOUSES.

The STORRS & HARRISON CO.
PAINESVILLE, Lake Co., OHIO.

\$20.50 will buy the "RAILROADER" in a silver case. The best railroad watch in the market. The movement is warranted to be an accurate time-keeper. Solid nickel, patent regulator, full jeweled, Breguet hair spring, and adjusted. Send \$1 and I will send C. O. D. with privilege of examination. Emblem Pins, Charms, Cings, Buttons, etc. in stock and to order. Medals, Ribbon badges, etc., Railroaders Lamps. Badges, of all orders. Send stamps for catalogue.



Charm No. 738. Solid gold. Price \$5 to \$8; rolled gold \$2 to \$3.50; swan's eye gold \$6; plate \$3.



737—solid gold, \$2, plate \$1.



293—solid gold \$1.00; plated soc.



956, Solid gold \$1.50 plated \$1.; Without hanger, gold \$1.25; without hanger plated 75c; gold button \$1.25.



737 1/2—Solid gold \$5 to \$10:

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600 and 602 Penn St., Reading, Pa.

Jan 92

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THE RAILWAY CONDUCTOR.

CONDUCTORS: PULL THE BELL ROPE!



You are exposed to sudden drafts, changes of temperature, and injuries. Look Out!

ST. JACOBS OIL

Cures RHEUMATISM,

SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS, STIFFNESS,
SWELLINGS, BACKACHE, NEURALGIA, SCIATICA,
BURNS.

A PROMPT AND PERMANENT CURE.

May 92

\$1,000 FOR AN OLD COIN.

IF YOU HAVE ANY COINS dated before 1871, with plain date, send us a list. We pay high prices for hundreds of dates and kinds. Among coins that we want are: silver dollars dated between 1794 and 1808; dates of half dollars before 1864; quarters of all dates before 1868; all dates twenty-cent pieces; all dates dimes before 1869; silver five-cent pieces before 1867; five-cent nickels of 1877 and 1883; all dates of silver three-cent pieces; nickel three-cent pieces before 1870; two-cent pieces between 1864 and 1873; all large copper cents, also small cents with eagles on, also cents of 1873 and 1877; all half-cents; foreign coins, fractional and Confederate currency, etc. For above we **PAY BIG AMOUNTS** over face value, if in required condition. This is a comparatively new business.

and by merely keeping your eyes open when handling money, you may find many coins that we want. A short time since, a Lynn, Mass., shoe dealer found a coin worth \$1100. Recently a Scotchman in an Illinois town came across a coin worth \$700. Others have done even better. The *New York World* says: "Many people have become rich by looking after coins wanted by collectors." The *Homes Journal* says: "Collecting coins is a very profitable business now-a-days, as there are but few in it. One Boston broker, Mr. W. E. Skinner, buys from agents all over the country, and pays them big sums for rare coins." Coins that are very hard to find in one section of the country are often easily found in others. Largest business, highest prices. Write at once for further particulars enclosing stamp for reply, which may be worth hundreds of dollars, perhaps a fortune to you. W. E. SKINNER, Reliable Coin Broker, 325 Washington St., Boston, Mass.

Nov 92



Christian Bauman,

Successor to JAS. A. FOSTER.

—MANUFACTURER OF—

Foster's Patent Artificial Limbs,

Choparts' Apparatus, TRUSSES, Supporters and Apparatus for all kinds of Deformities;
Crutches, Elastic Stockings, Suspensory Bandages, Shoulder Braces,
and Metallic Furnishings for Artificial Limbs.

31 Grand River Avenue,

Detroit, Mich.

Mar 92



THE International Fraternal Alliance.

Largest Endowment Order in America.



Membership and Assessment
At 8 per cent. on policies
by this first class Fraternal
Order. Anybody can act as
an agent. Active farmers d.
well, ladies also. \$200 to
\$4,000 in from 3 to 7 years
during life, and \$7 to \$49
weekly in sickness. Mention
this paper and write at once
to
(Big Pay.)
S. GLENNON,
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Agents wanted among Conductors.

Mar 92

Write to C. H. UNVERZAGT, Manager, 8 Union Square, New York

Pays \$700 to \$4,900 during life, as follows:
\$200 to \$1,400 in three years; \$200 to \$1,400 in five years, and \$300 to \$2,100 end of seven years.

\$7 to \$49 a week in case of sickness or accident.

Death benefits also paid.

Cost to join, \$5; Assessment, \$1.50.

ALL RHEUMATIC AND NERVOUS DISORDERS,

Including Kidney and Liver Troubles, Rheumatism, Gout, Sciatica, Lumbago, Nervous Exhaustion, Impaired Vitality, Brain Fag, Sleeplessness, Incipient Paralysis, Hysteria, Indigestion, Constipation, Loss of Appetite and Vigor, etc., yield like magic to the marvelous healing properties of

DR. BRIDGMAN'S ELECTRO-MAGNETIC

Belts, Supporters, Braces, Insoles and Appliances,

Which have cured thousands of sufferers (both sexes)

Without the aid of poisonous drugs or quack nostrums. If any of our readers doubt the remarkable curative powers of these genuine and convenient appliances, we would ask them to write for our pamphlet of testimonials; or call, if possible, at our complete and extensive establishment. **373 Broadway, N. Y.**

DISEASE is the result, largely, of depleted nerve force and demagnetized blood. Dr. BRIDGMAN'S ELECTRO-MAGNETIC CORSETS, BELTS, INSOLES, and APPLIANCES have been demonstrated to be the best agency yet discovered for preventing the depletion and demagnetization, as well as restoring such forces when lost. These garments are unlike any other device for electrifying the system or charging it with magnetism. As a force it is self-supplying, retaining its virtue for years, and invariably benefits. They can always be relied upon.

Important to Railroad men who may be suffering from Nerve Weakness and General Debility, and who do not yet deem themselves sick persons.

Belt or Corset, with Insoles for ladies, or Belt with Suspensory and Insoles for men, will be found of the utmost possible value in the incipient stages of disease; more especially in the earlier stages of nervous prostration. There are thousands to-day, male and female, living a lingering life of misery, who, had they but worn these life-giving appliances, would be now enjoying the blessings of life nature intended they should.

ENGINEERS AND TRAINMEN OF ALL DEGREES NEED THEM.

These belts are especially adapted to Engineers, Firemen, Conductors and Trainmen whose Nerve and Organic Systems are constantly subjected to the jarring, disturbing and Enervating causes when on the road. To such we particularly recommend them. They will be found invaluable in preventing as well as curing their peculiar diseases.

**A ROON TO WEAK AND
NERVOUS MEN.**

VERMILION, OHIO.

Your Appliances are of the best quality and very reliable, and I can heartily recommend them to all suffering humanity.

S. V. RONK, Editor.

BRIGHTON, MICH.

Dr. Bridgman's Appliances have proved entirely satisfactory, and I can confidently recommend them.

H. A. DAY.

Pub. "Wesleyan Advocate."

PORTSMOUTH, OHIO.

My daughter has been greatly benefited by wearing Dr. Bridgman's Corset. She cannot do without them.

CARL HUBER,

Pub. and Editor.

Thousands of others voluntarily testify to their wonderful therapeutic and curative efficacy. They vastly excel all other so-called Galvanic and Electric Belts.



Price of this our "Clincher" Full Power Belt **\$5 00.** All sizes. Postpaid.

A BLESSING TO DELICATE WOMEN.

These Belts are truly Electro-Magnetic, as any tyro in Electro-Therapeutics will inform you, and are absolutely reliable.

The Appliances promptly annihilate those weak and languid feelings, those back and side aches, and exterminate rheumatism and many other diseases from the system. They are light and comfortable to wear, and are guaranteed to imperceptibly generate a mild continuous current of Electro-Magnetism, all-healing in its effect. They differ from the so-called Electric and Galvanic Belts which are usually worthless, and create sores on the body, leading to blood poisoning.

This is the cheapest cure in the world, and the best remedy for cold and wet feet, which often produce long and painful diseases. They also cure Rheumatism and Gout in the feet, and when worn with some of the above Appliances, materially assist in effecting a quick cure. They can be worn in your regular size shoe. Price 50 cts. a pair.



50c. Per Pair. All Sizes.

SPECIAL

HOLIDAY OFFER :

With each order for \$5.00 we will send free

A Pair of Our Insoles

If you state size and mention THE RAILWAY CONDUCTOR. Satisfaction guaranteed.

We also have a fine line of high-grade stylish long, medium and short waisted Corsets and Waists, ranging in price from \$1 to \$3. Deep Abdominal Supporters, Chest Protectors, Sciatic and Shoulder Appliances, Wristlets, Anklets, Arm and Leg Appliances, Shoulder Braces, Hair and Flesh Brushes, all thoroughly and permanently charged under our Electro-Magnetic system. Send for descriptive pamphlets. We will mail any article, postpaid, on receipt of price, stating size. Remit by P. O. or Express Money Order, Draft or Currency in registered letter, to THE A. BRIDGMAN CO., 373 Broadway, New York, or inquire at your drug store for Dr. Bridgman's. Take no imitations.

References: This publication and Tradesmen's National Bank, N. Y. Agents wanted. Liberal terms. Write to-day. Jan. 92.

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Badges

Buttons

Punches

Lanterns

Etc., Etc.

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our HAT FASHION PLATE.*

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July 92

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— IF YOU WANT TO BRING YOUR WARES DIRECTLY BEFORE —

EVERY PROMINENT CONDUCTOR !

EVERY RAILROAD !

EVERY RAILROAD OFFICIAL !

EVERY RAILROAD EMPLOYEE !

IT NEVER FAILS TO BRING RESULTS if you have a desirable article to sell to any of above class. Try It. Our sole agent, W. N. GATES, Cleveland, O., will either make you a personal call, or write you full particulars as to terms, etc., which are very reasonable.

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INVITE ATTENTION TO THEIR SPLENDID LINE OF

FINE CONDUCTOR LANTERNS

SUITABLE FOR FAIRS

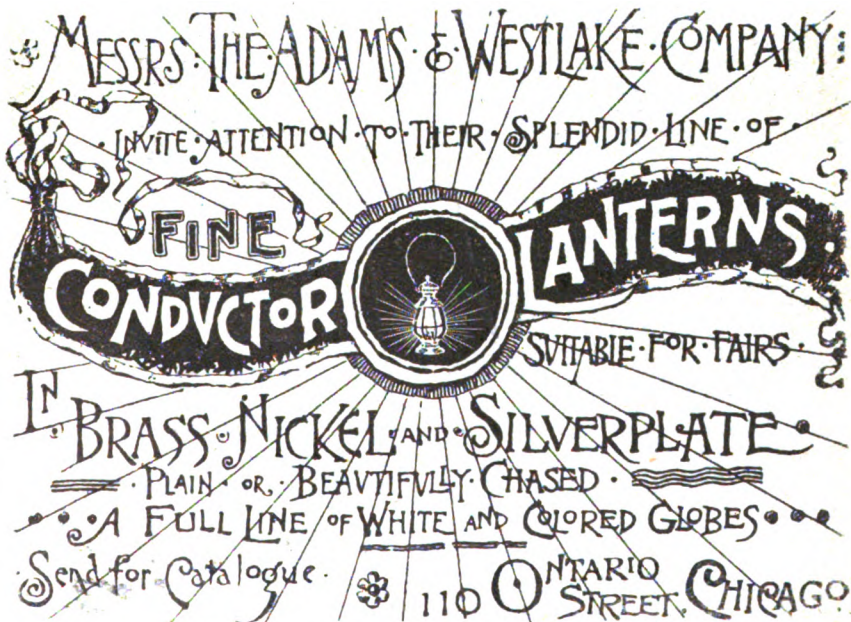
IN BRASS, NICKEL AND SILVERPLATE

PLAIN OR BEAUTIFULLY CHASED

A FULL LINE OF WHITE AND COLORED GLOBES

Send for Catalogue

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DUEBER HAMPDEN WATCHES 17 JEWELS

Special Railway
New Railway
Anchor . . .
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SPECIAL.
John C. Dueber

The Only Line of
HIGH GRADE
. . 17 Jewel . .
WATCHES
"On Top"
of the Earth.



17 Jeweled Watches are the Watches of the Future

WE ARE THE LEADERS—OTHERS MUST FOLLOW.

**THE DUEBER WATCH CASE MFG. CO. Canton, Ohio.
HAMPDEN WATCH CO.**

N.B.—Members of The Brotherhood would confer a favor upon us if they will write us concerning the performance of our watches.

NO. 12.
CLARK STARK
1892

DEC. 1892

VOL. IX.

THE RAILWAY CONDUCTOR

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DIRECTORY NUMBER.

Published by the



CEDAR RAPIDS, IOWA.

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The best results are obtained in freight train braking from having all the cars in a train fitted with power brakes, but several years' experience has proven conclusively that brakes can be successfully and profitably used on freight trains where a portion of the cars are so equipped.

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JOHN B. GRAY, Agent.

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— THE —

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LOCOMOTIVE BRAKES,

General Offices, St. Louis, Mo., U. S. A.



Another year has rolled around and soon 1892 will be numbered with the past, and as we approach the joyous Christmas time, THE RAILWAY CONDUCTOR wishes to extend to its many readers and, we hope, friends, a sincere wish that the dawning of the coming anniversary of the birth of the Saviour of mankind, may be to them a merry Christmas, indeed; may it in truth, usher in an era of "Peace on earth, good will to all mankind." We trust that it will find all happy and prosperous and all in the enjoyment of good health. Let us also extend to one and all the hope that the New Year may be a happy one and that it may prove the beginning of a year which shall be a prosperous one not only to our own organization, its members and their loved ones, but that it may witness an appreciable advance in the condition and surroundings of our fellows and brothers. We wish further to express the hope that during the coming year, the fraternal friendship and brotherly love between the different organizations of railway employes and their members may be largely increased. In looking back over the year just closing, we see much to regret in the way of wasted opportunities; many errors of both omission and commission and we can only hope that the experience of this past year may not be wasted but that we may profit by it during the coming one. We wish sincerely that it was in our power to present to each one of the great CONDUCTOR family some little token of our friendly feeling for you all, but must content ourselves with this sincere, if halting and disconnected expression of our best wishes for you. We sincerely hope to have you all with us during the coming year and we hope not a single reader will drop out of our circle. We bespeak also, your aid, each and all, in making THE CONDUCTOR nearer what it should be as the representative publication of the conductors of America. None know better than the writer, how far below the mark it has fallen heretofore and while we do not hope or expect to be able to make it what it ought to be, we hope by your aid to improve in some small degree, upon the past. We shall be glad indeed of your commendation when you can conscientiously commend, of your criticism when it is deserved and of your suggestions for improvement always. Please remember, too, that the most acceptable Christmas present that you can make to us is a renewal of your subscription, accompanied, if possible, with a list of new subscribers, and we pledge you an earnest and honest effort to serve you to the best of our ability.

When Writing to Advertisers Mention
THE RAILWAY CONDUCTOR.

The Railway Building and Loan Association.

General Office 415 to 422, New York Life Building, Minneapolis, Minn.
Eastern Financial Office 404 Penn Mutual Building, Philadelphia, Penn.

Organized by railway men in 1888.

Authorized Capital Stock \$75,000,000.00.

Better than a bank because safer and earnings larger.

Better than insurance because you do not need to die to win.

Invested mortgage assets \$350,000.00.

The best savings and loan institution in the country.

Rates of dividend guaranteed. Withdrawals allowed on demand.

Invest a part of your monthly earnings in "The Railway" and see your savings grow. A great co-operative bank in which each depositor is a stockholder. The small monthly payments from members make large sums which are loaned out to other members upon good real estate security to help them build homes or for other purposes. Protect your family by a few shares in this Company.

A few reliable agents wanted.

Write at once for full particulars.

CONDUCTORS:

PULL THE BELL ROPE!

You are exposed to sudden drafts, changes of temperature, and injuries. Look Out!

ST. JACOBS OIL

Cures RHEUMATISM,

SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS, STIFFNESS,
SWELLINGS, BACKACHE, NEURALGIA, SCIATICA,

BURNS.

A PROMPT AND PERMANENT CURE.



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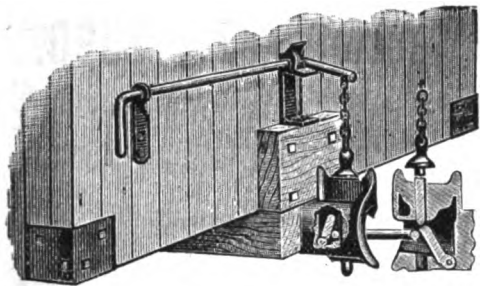
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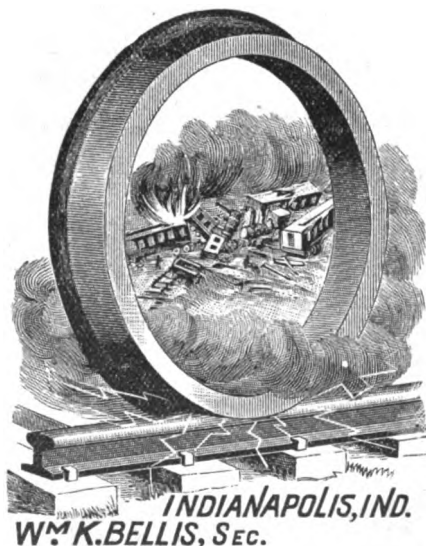
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Not long ago two men were killed on the Denver & Rio Grande railroad. They were both insured in the Railway Officials' and Employees' Accident Association, of Indianapolis, Indiana. A night message was sent to W. K. Bellis Jan. 26th, received 27th, notifying him of the death of O. H. Cutler, and immediately, on receipt of the same, he wired a funeral benefit to the widow in care of W. A. Duell, superintendent of the Denver & Rio Grande railway, Pueblo, Colorado. And the same day a draft for the balance was mailed to R. L. Willard, their agent at Denver, to hand to the widow.

Brakeman Ralph St. tes died in the Salida hospital on the morning of February 1, from injuries sustained in a wreck a week earlier; and his remains were shipped to North Platte, Nebraska. Mrs. States, his widow, was met at the depot by R. L. Willard, and the funeral benefit, \$250.00 handed her at 5:45 p. m. same day he died, Willard having received same by wire from Indianapolis, through the First National Bank of Denver, in three hours from the time the message was sent.—From the Western Railway, March, 1891

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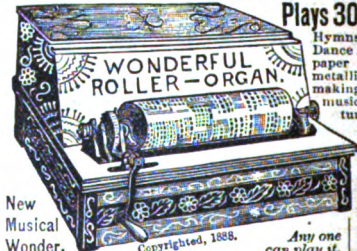


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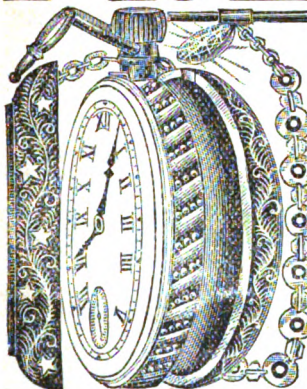
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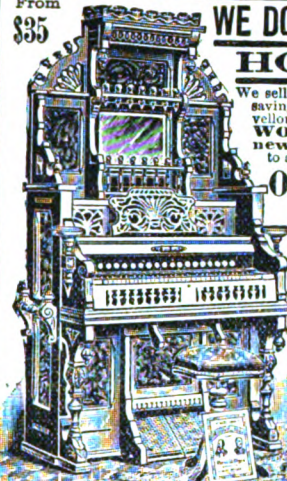
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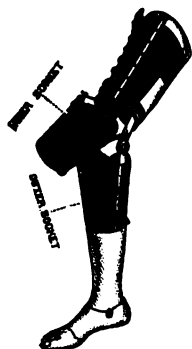
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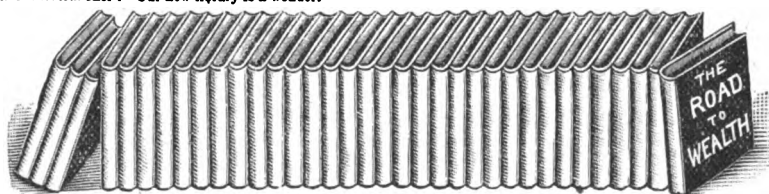


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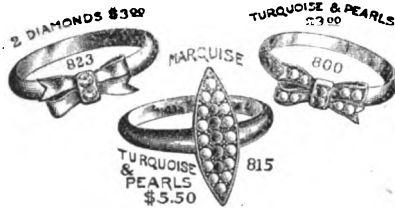
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A series of articles on the life work of men in many callings—the chief ways (exclusive of professions) in which men earn their livelihood.

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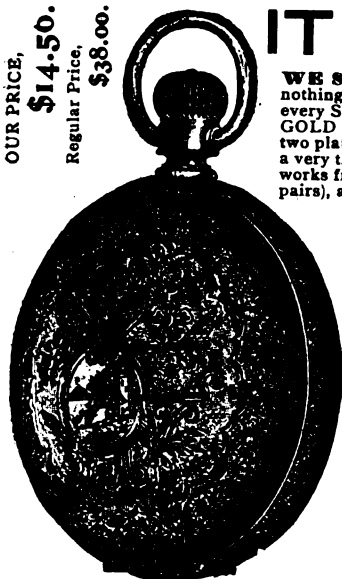
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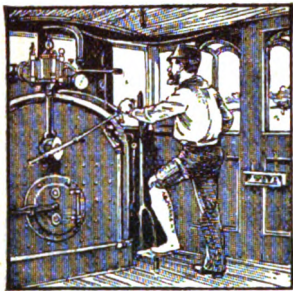
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